



Agenda  
Planning & Development Committee  
The Corporation of the City of Brampton

**Date:** Monday, November 28, 2022  
**Time:** 7:00 p.m.  
**Location:** Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting  
**Members:** Regional Councillor M. Palleschi - Wards 2 and 6  
Deputy Mayor Singh - Wards 9 and 10  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
Regional Councillor N. Kaur Brar - Wards 2 and 6  
Regional Councillor D. Keenan - Wards 3 and 4  
Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor G. Toor - Wards 9 and 10  
City Councillor R. Power - Wards 7 and 8  
Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:  
Clara Vani, Legislative Coordinator, Telephone 905.874.3858, TTY 905.874.2130  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)

Note: Meeting information is also available in alternate formats upon request.

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1. Call to Order

2. Approval of Agenda

3. Declarations of Interest under the Municipal Conflict of Interest Act

4. Consent Motion

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. Statutory Public Meeting Reports

- 5.1. Staff Report re: Application to Amend the Zoning By-law, Hwy 50 & 7 South Equities Inc.; Pangreen Ltd Partnership; 9404635 Canada Inc.; Greycan 9 Properties Limited Partnership; Greycan 9 Properties Inc. – Weston Consulting, File: OZS-2022-0036

To Permit: A 36,159 sq. metre industrial warehousing development

Location: 8386, 8412 Highway 50, Ward 8

Staff Presentation: Emma Demelo, Development Planner, Development Services

*Recommendation*

(See Item 6.1 and 11.1)

- 5.2. Staff Report re: Application to Amend the Zoning By-law and for a Draft Plan of Subdivision, Gagnon Walker Domes LTD/ Mr. Haroon Raza and 2872374, 1206 Steeles Avenue West, Ward 4, File: OZS-2022-0037

To Facilitate: A development of 18 townhouse dwelling units, a buffer block, and the extension of Royal Vista Road

Location: 1206 Steeles Avenue West

Staff Presentation: Marco Gerolini, Development Planner I, Development Services

*Recommendation*

**6. Public Delegations (5 minutes maximum)**

- 6.1. Delegation re: Application to Amend the Zoning By-law, Hwy 50 & 7 South Equities Inc.; Pangreen Ltd Partnership; 9404635 Canada Inc.; Greycan 9 Properties Limited Partnership; Greycan 9 Properties Inc. – Weston Consulting, File: OZS-2022-0036

1. Mario Asta

(See Item 5.1 and 11.1)

**7. Staff Presentations and Planning Reports**

- 7.1. Staff Report re: Application to Amend the Zoning By-law, Mattamy (Castlemore) Ltd. – Korsiak Urban Planning, 10417 Airport Road, Ward 10, File: OZS-2022-0006

To Rezone: The subject lands to facilitate the future development of two single detached dwellings

Location: 10417 Airport Road

*Recommendation*

(See Item 11.2)

- 7.2. Staff Report re: Application to Amend the Zoning By-law for a Temporary Period of Three (3) Years, SGL Planning and Design Inc. – Adesa Auctions Canada Corporation, '0' Queen Street East, Ward 8, File: OZS-2022-0027

To Facilitate: A Temporary Use Zoning By-law Amendment to permit the outdoor storage of motor vehicles on the southern portion of the lands for a period of three (3) years.

Location: '0' Queen Street East

*Recommendation*

- 7.3. Staff Report re: To help assist proponents (Alectra Convergent Development Limited Partnership and Capital Power) seeking funding for improvements to the electrical system at 1100 Steeles Avenue West, Ward 4 and 8600 Goreway Drive, Ward 8

To Facilitate: Request for a Municipal Council Support Resolution

Location: 1100 Steeles Avenue West (Ward 4) and 8600 Goreway Drive (Ward 8)

*Recommendation*

**8. Committee Minutes**

**9. Other Business/New Business**

9.1. Minutes - Age-Friendly Brampton Advisory Committee - September 27, 2022

**10. Referred/Deferred Matters**

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

**11. Correspondence**

11.1. Correspondence re: Application to Amend the Zoning By-law, Hwy 50 & 7 South Equities Inc.; Pangreen Ltd Partnership; 9404635 Canada Inc.; Greycan 9 Properties Limited Partnership; Greycan 9 Properties Inc. – Weston Consulting, File: OZS-2022-0036

1. Mario Asta, Brampton Resident, dated October 16, 2022
2. Kalpana Sippy, Brampton Resident, dated October 30, 2022
3. Bill Singh, Brampton Resident, dated October 30, 2022
4. Raminder Dhaliwal, Brampton Resident, dated October 30, 2022
5. Geoff Sheffrin, Brampton Resident, dated October 28, 2022
6. Dinesh Vadher, Brampton Resident, dated November 1, 2022
7. Ruby Malik, Brampton Resident, dated November 1, 2022
8. Atul Jain, Brampton Resident, dated November 1, 2022

(See Item 5.1)

11.2. Correspondence re: Application to Amend the Zoning By-law, Mattamy (Castlemore) Ltd. – Korsiak Urban Planning, 10417 Airport Road, Ward 10 (File #: OZS-2022-0006)

1. Jasmeet Anand, Brampton Resident, dated June 8, 2022

(See Item 7.1)

**12. Councillor Question Period**

**13. Public Question Period**



**15 Minute Limit (regarding any decision made at this meeting)**

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

**14. Closed Session**

Note: A separate package regarding this agenda item is provided to Members of Council and senior staff only.

**15. Adjournment**

**Next Regular Meeting: Monday, December 12, 2022 at 7:00 p.m.**

**Date:** 2022-10-25

**Subject:** **Information Report**  
Application to Amend the Zoning By-law  
(To permit a 36,159 sq. metre industrial warehousing development)  
**Highway 50 & 7 South Equities Inc.; Pangreen Limited Partnership; 9404635 Canada Inc.; Greycan 9 Properties Limited Partnership; Greycan 9 Properties Inc. – Weston Consulting c/o Michael Vani**  
8386, 8412 Highway 50  
Ward: 8

**Contact:** Emma De Melo, Development Planner, Development Services  
[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca); (905) 874 – 3837  
Steve Ganesh, Manager, Development Services  
[Steve.Ganesh@brampton.ca](mailto:Steve.Ganesh@brampton.ca); (905) 874 – 2829

**Report Number:** Planning, Bld & Growth Mgt-2022-915

**Recommendations:**

1. **THAT** the report titled: **Information Report**, Application to Amend the Zoning By-law, **Highway 50 & 7 South Equities Inc.; Pangreen Limited Partnership; 9404635 Canada Inc.; Greycan 9 Properties Limited Partnership; Greycan 9 Properties Inc. – Weston Consulting c/o Michael Vani**, 8386, 8412 Highway 50, Ward 8 (City File OZS-2022-0036 and Planning, Bld & Growth Mgt-2022-915) dated October 25<sup>th</sup>, 2022 to the Planning and Development Committee Meeting of November 28<sup>th</sup>, 2022, be received; and
2. **THAT** Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

**Overview:**

- **The applicant has submitted an application to amend the Zoning By-law to facilitate the development of a 36,159 sq. metre industrial warehousing development.**

- The property is designated ‘Business Corridor and ‘Parkway Belt West’ in *Schedule A: General Land Use Designations* of the Official Plan. The ‘Business Corridor’ designation permits a broad range of employment and employment-related uses, such as Prestige Industrial, Office, Mixed Commercial/Industrial, Highway Commercial, Service Commercial, Highway and Service Commercial and Business uses. An amendment to the Official Plan is not required to permit the proposal.
- The property is located within the limits of the Parkway Belt West Plan (PBWP). The applicant has submitted an application to the Ministry of Municipal Affairs and Housing to release the lands from the PBWP, after which the land use designations in the Bram East Secondary Plan will apply.
- The property is designated ‘Mixed Commercial / Industrial’, and ‘Special Policy Area 12 (Office Node & Mixed Commercial / Industrial)’ in the Bram East Secondary Plan (Area 41). An amendment to the Secondary Plan is not required.
- As per Zoning By-law 270-20004, as amended, the northernmost parcel is zoned ‘Industrial Four- Section 1580 (M4-1580)’ which permits manufacturing and warehouse uses, provided that those uses do not require water for cooling, processing or equipment washing. The remaining parcels are zoned ‘Commercial Agriculture – (CA)’ which permits garden centre sales establishment; a farm produce stand; and an animal hospital. A Zoning By-law Amendment is required to permit the proposed development.
- This Information Report and associated public meeting facilitate compliance with the Strategic Plan’s “Good Government” priority, with respect to educating and engaging citizens in an open and accountable way.

### **Background:**

Weston Consulting submitted a Pre-Application Consultation on February 16<sup>th</sup>, 2022. A Pre-Application Consultation meeting was held with the applicant on Wednesday, March 9<sup>th</sup>, 2022.

Weston Consulting submitted the subject application on behalf of Highway 50 & 7 South Equities Inc.; Pangreen Limited Partnership; 9404635 Canada Inc.; Greycan 9 Properties Limited Partnership; Greycan 9 Properties Inc. on September 1<sup>st</sup>, 2022, which was reviewed for completeness and found to be complete in accordance with the Planning Act

on September 13<sup>th</sup>, 2022. A formal Notice of Complete Application dated September 14<sup>th</sup> was provided to the applicant.

The subject property is designated Electric Power Facility' within the 'Public Use Area' of the Parkway Belt West Plan, 1978 ("PBWP"). A concurrent application has been submitted to the Ministry of Municipal Affairs and Housing to remove the lands from the PBWP.

### **Current Situation:**

A proposal to amend the Zoning By-law has been filed with the City to develop three parcels with a combined size of 9.43 hectares (23.3 acres), located at the southwest corner of the intersection of Highway 50 and The Gore Road. Rezoning of the subject lands would facilitate the construction of a 36,159 square metre industrial warehouse development in accordance with the policies of the Official Plan and Bram East Secondary Plan.

### **Proposal:**

Details of the proposed industrial development are provided below:

- Industrial warehouse with total gross floor area of 36,159 square metres;
- Two potential future offices at the north and south ends of the buildings along Highway 50 (future tenants to implement internal renovations required to facilitate the office uses);
- A building height of 12.19 metres (40 feet), providing equivalent height of three stories for the office components;
- A total 68 dock doors located at the rear of the building to accommodate truck loading;
- A total of 38 trailer parking stalls, and 330 vehicular parking stalls;
- Variable landscaped buffer along Highway 50, with a minimum width of 3 metres, and maximum width of 6.9 metres;
- Landscaped buffer 3.0 metres wide along The Gore Road to screen trailer parking and loading docks from The Gore Road;
- Four access points to the site: two access points from Highway 50 including a shared access to the property to the north, and two access points from The Gore Road.

### Property Description and Surrounding Land Use (Refer to Appendix 2):

The lands have the following characteristics:

- Has a total site area of approximately 9.43 hectares (23.30 acres);
- The site is triangular in shape, tapering in width towards the intersection of Highway 50 and The Gore Road;
- The site is comprised of three parcels of land, and was previously used for commercial agriculture purposes, operating as the Humber Nurseries Garden Centre; and
- The site has approximately 589 metres of frontage along Highway 50, and 583 metres of frontage along The Gore Road.

North: Existing industrial warehouse development being constructed by the same owner;

East: Glenview Memorial Gardens in the City of Vaughan;

South: Claireville Conservation Area is located to the southwest of the property;

West: Estate residential lots on Manswood Crescent, and a low-density residential development northwest of the subject lands.

### Technical Considerations:

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application.

At this time, staff has noted the following specific considerations that will need to be addressed:

- Establishment of appropriate landscaping and planting design along Highway 50 and The Gore Road to screen the trailer docks and trailer parking from public view;
- Coordination with Hydro One to ensure the technical requirements for the long-term protection of the transmission corridor are integrated into the development;
- Coordination of access to the site with the approved site plan to the north of the subject property; and
- Verification and improvement of the sustainability score to ensure the proposed development meets the criteria required for sustainability development in the City.

Further details on this application can be found in the Information Summary contained in Appendix 8. The future Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site specific studies submitted by the applicant.

#### Public Meeting Notification Area:

The application was circulated to City Departments and external commenting agencies, on September 14<sup>th</sup>, 2022, and property owners within 240 metres of the subject lands on October 28<sup>th</sup>, 2022, as per *Planning Act* requirements. This report along with the complete application requirements, including studies, have also been posted to the City's website.

#### **Corporate Implications:**

##### Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

##### Economic Implications:

From an economic development perspective, this application will increase the availability of employment lands and make more efficient use of land that is currently vacant and underutilized. Further consideration of economic development implications will be discussed within a future Recommendation Report.

##### Other Implications:

Other technical planning and development implications associated with this application will be undertaken and discussed within the Recommendation Report.

#### **Term of Council Priorities:**

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 "A Well-run City (Good Government)" priority, with respect to encouraging public participation by actively engaging the community. This application will be reviewed to ensure that the development proposal meets the direction and goals of the Term of Council Priorities 2019-2022, and will be discussed in the future Recommendation Report.

#### Living the Mosaic – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will "Live the Mosaic".

## **Conclusion:**

Appropriate information and background studies have been received by the Planning and Development Services Department. In compliance with the requirements of the Planning Act, it is appropriate to present this application at a statutory public meeting and Planning and Development Services Committee.

A future Recommendation Report will detail a complete technical analysis and assess the planning merits of these applications.

Authored by:

Reviewed by:

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Emma De Melo  
Development Planner,  
Planning, Building, and Growth  
Management

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Allan Parsons, MCIP, RPP  
Director,  
Development Services  
Planning, Building, and Growth  
Management

Approved by:

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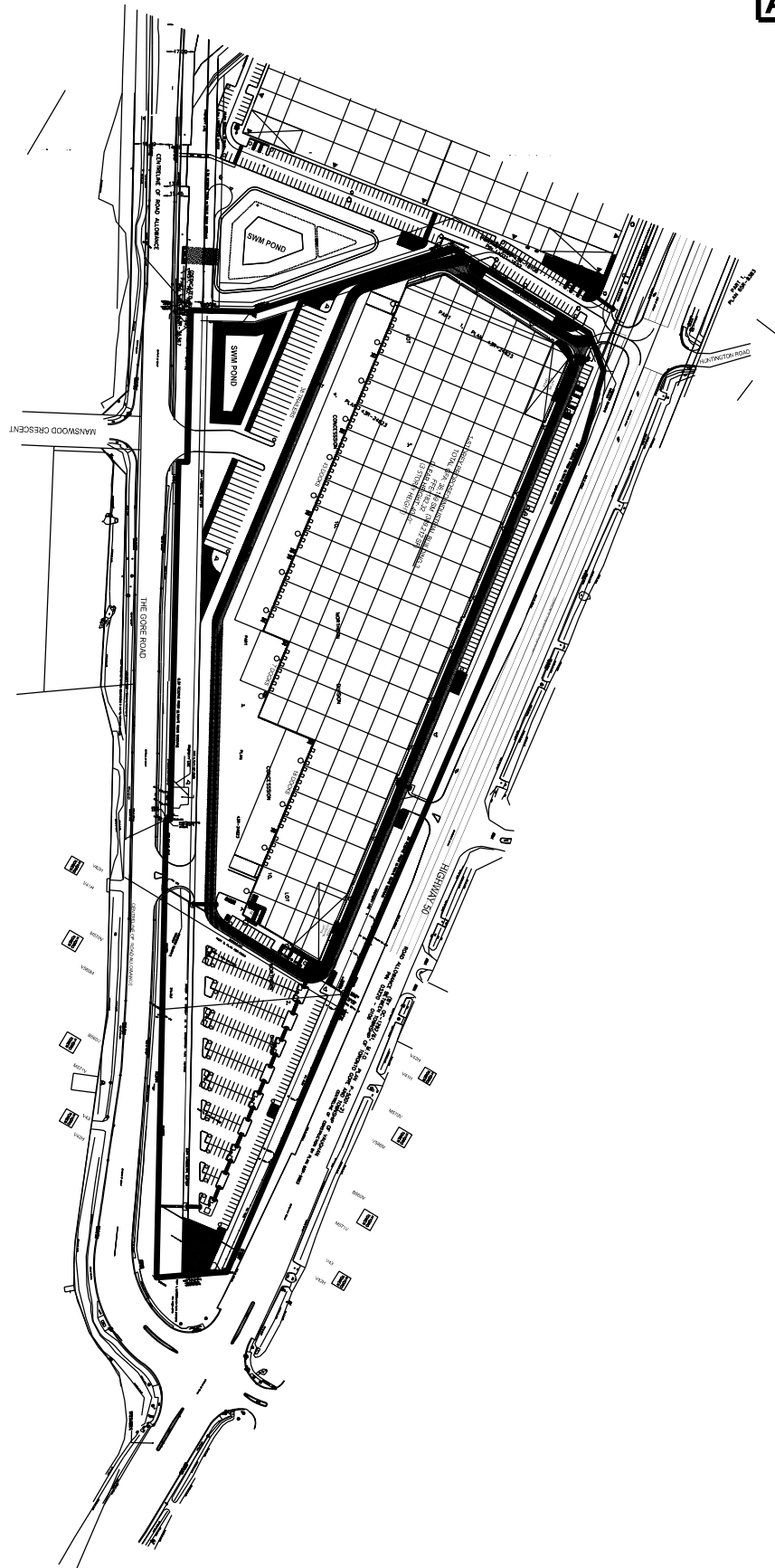
Jason Schmidt-Shoukri, MPA OAA RPP MCIP  
Commissioner  
Planning, Building, and Growth Management  
City of Brampton

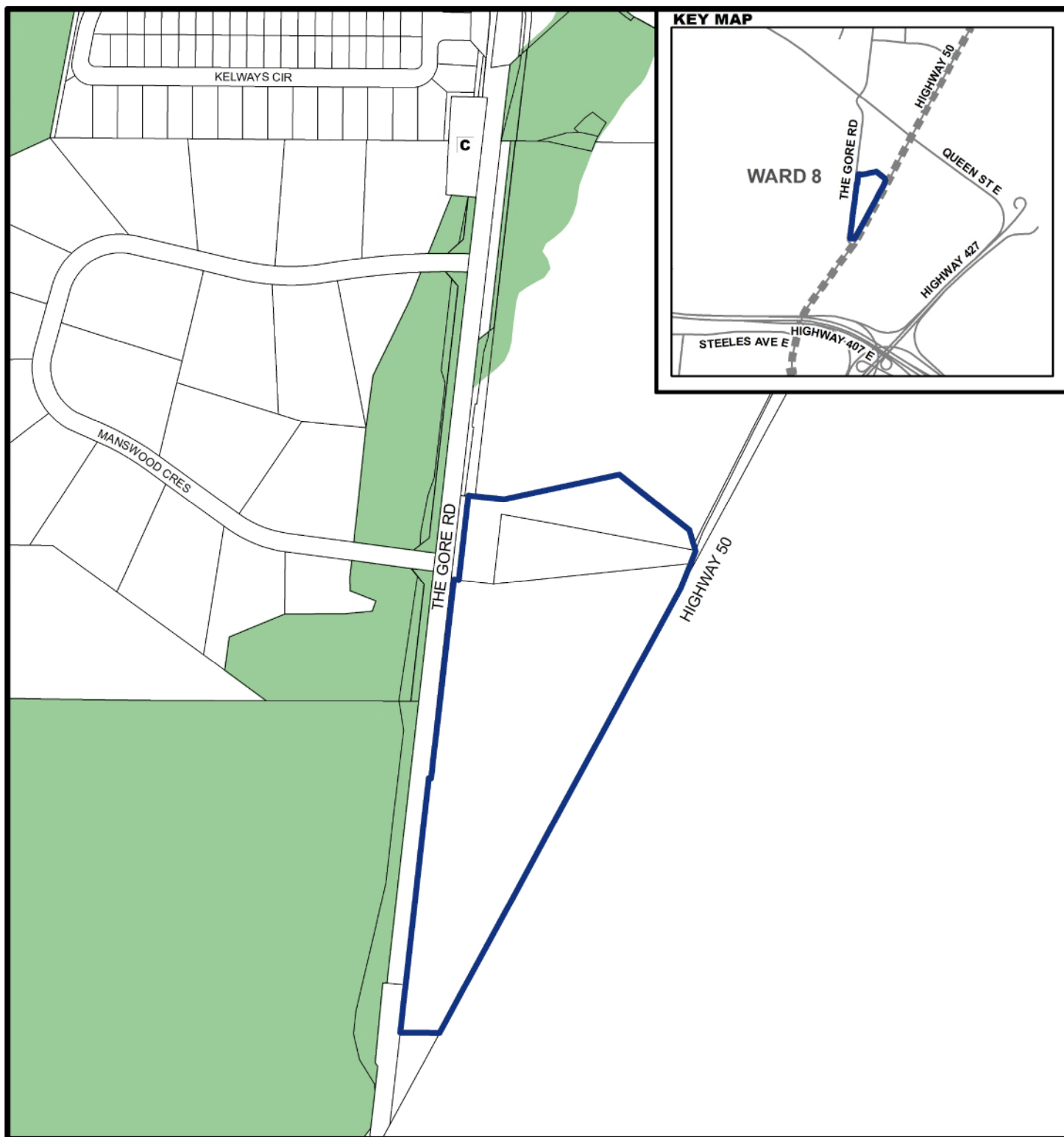
## **Attachments:**

Appendix 1:	Concept Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designation
Appendix 4:	Secondary Plan Designation
Appendix 5:	Zoning Designation
Appendix 6:	Aerial and Existing Land Uses
Appendix 7:	Heritage Uses
Appendix 8:	Information Summary
Appendix 9:	Sustainability Summary



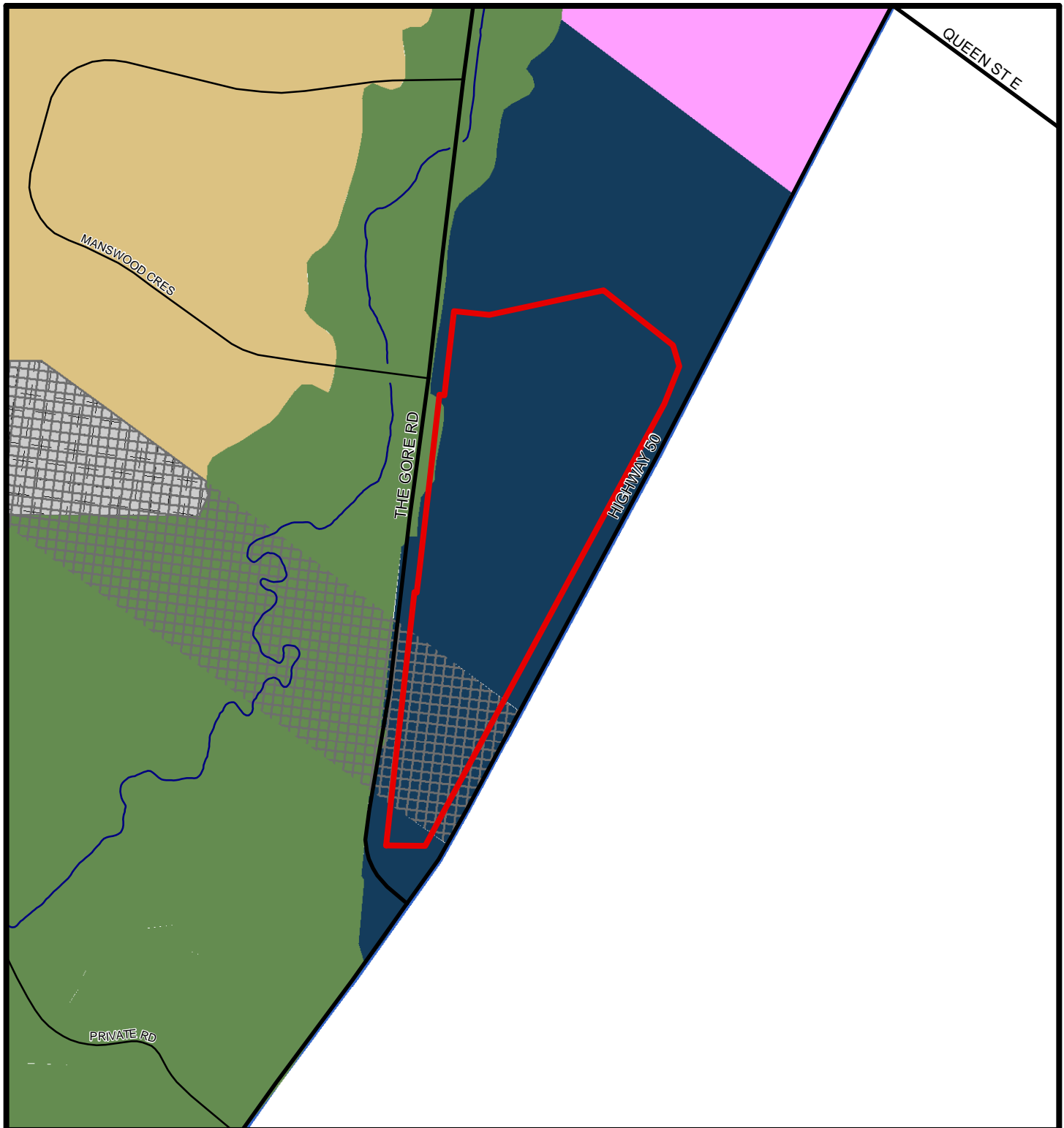







-  SUBJECT LAND
-  GREENSPACE
-  PROPERTY LINE



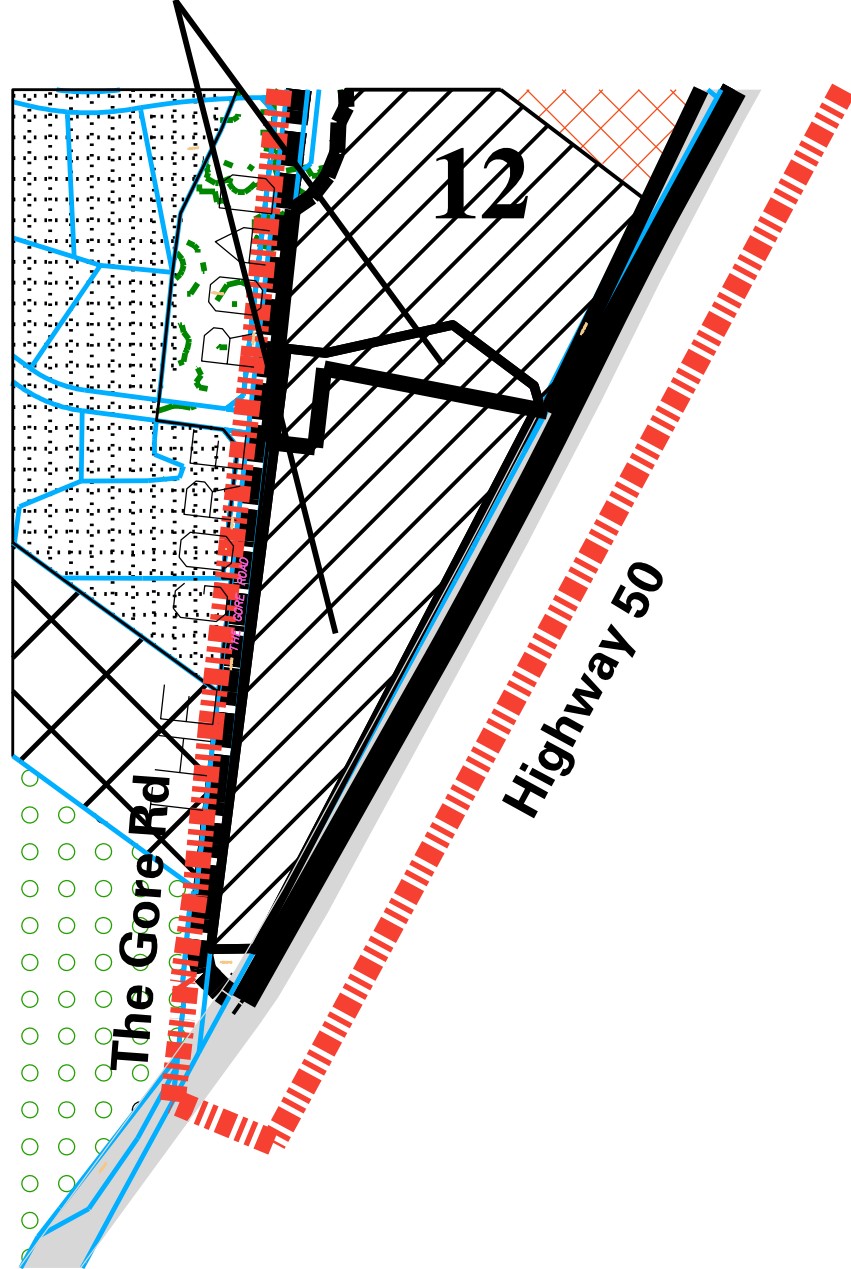


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- |   |                   |   |                    |  |                   |
|---|-------------------|---|--------------------|--|-------------------|
|  | SUBJECT LAND      |  | ESTATE RESIDENTIAL |  | OPENSOURCE        |
|  | BUSINESS CORRIDOR |  | OFFICE             |  | PARKWAY BELT WEST |



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN

- RESIDENTIAL LANDS:**

  - Estate Residential

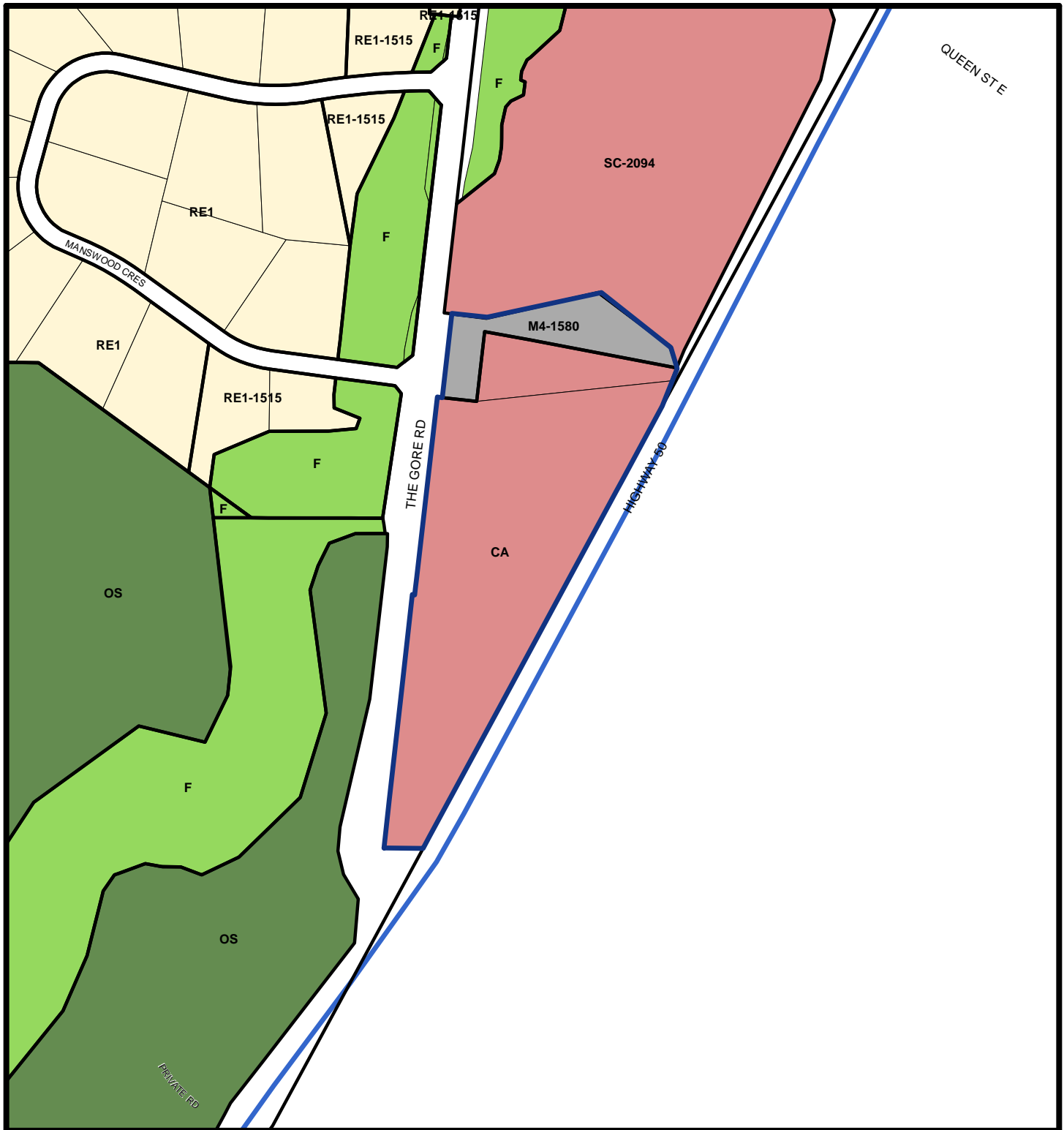
**EMPLOYMENT LANDS:**







  - Office Node
  - Mixed Commercial / Industrial

**ROAD NETWORK :**

  - Highway
  - Major Arterial
- OPEN SPACE:**

  - Valleyland
  - Conservation Lands
  - Hydro Corridor
  - Secondary Plan Boundary
  - Special Policy Area 12 (Office Node & Mixed Commercial/Industrial)



- |   |              |   |             |   |            |
|---|--------------|---|-------------|---|------------|
|  | SUBJECT LAND |  | RESIDENTIAL |  | INDUSTRIAL |
|  | CITY LIMIT   |  | COMMERCIAL  |  | FLOODPLAIN |














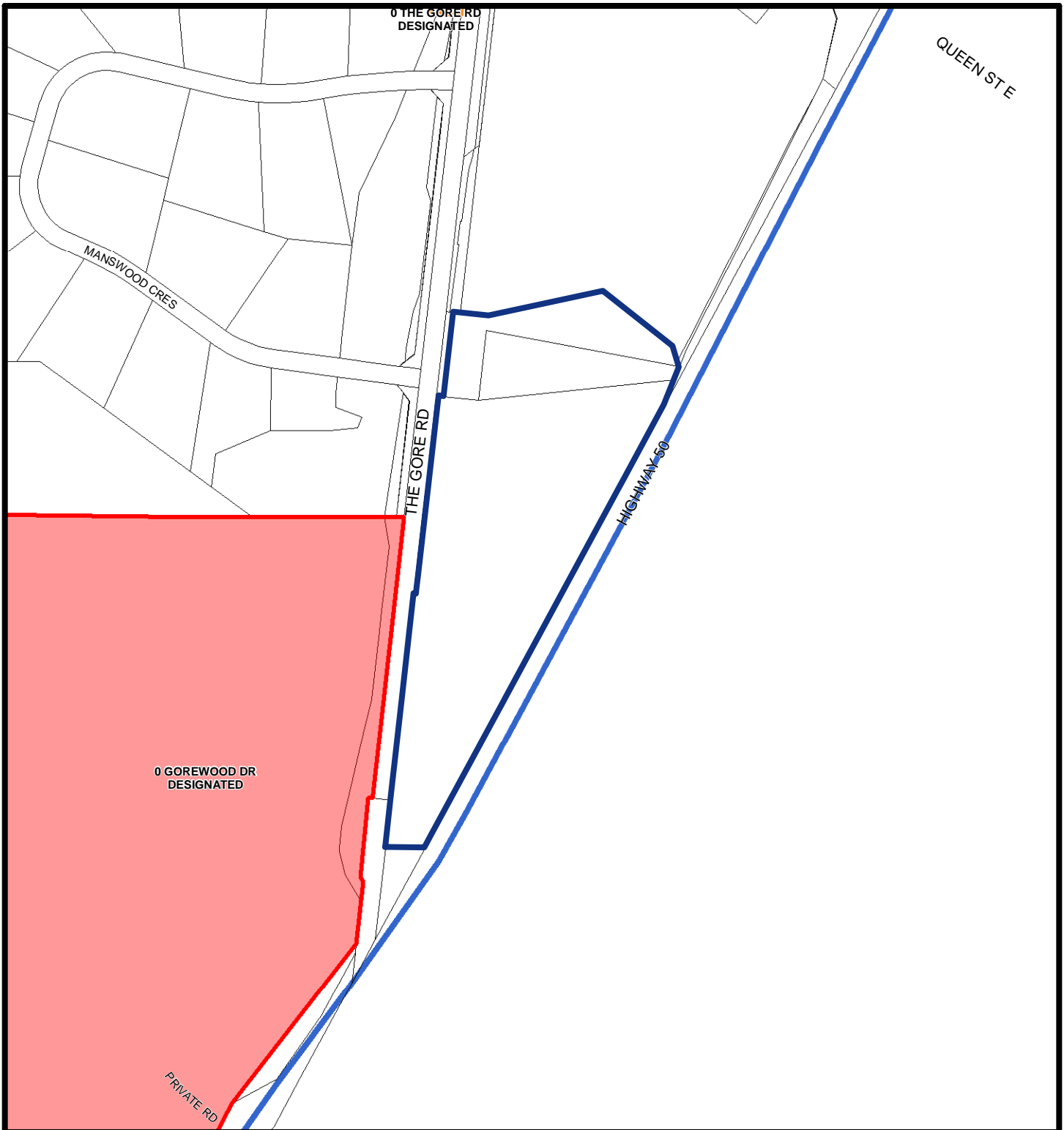




AERIAL PHOTO DATE: FALL 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- |  |              |   |                                 |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT   |  | HERITAGE PROPERTIES WITHIN 50M  |

\*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information.



## Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and the City of Brampton Official Plan.

### Planning Act

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- The orderly development of safe and healthy communities;
- The adequate provision of employment opportunities;
- The appropriate location of growth and development;
- The promotion of built form that,
  - Is well-designed,
  - Encourages a sense of place, and
  - Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

### Provincial Policy Statement

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include, but are not limited to:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
  - a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - d) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - e) Promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
  - f) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c) Minimize the negative impacts to air quality and climate change and promote energy efficiency;



- d) Prepare for the impacts of a changing climate
- e) Support active transportation; and
- f) Are transit-supportive, where transit is planned, exists or may be developed.

• Section 1.3.1 – Planning authorities shall promote economic development and competitiveness by:

- a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- e) Ensuring the necessary infrastructure is provided to support current and projected needs

• Section 1.3.2.1 – Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

• Section 1.7.1 Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and community investment-readiness

## 2020 Growth Plan for the Greater Golden Horseshoe:

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe, and are within a Provincially Significant Employment Zone (PSEZ). The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities;
- b) growth will be limited in settlement areas that:
  - i. are rural settlements;
  - ii. are not serviced by existing or planned municipal water and wastewater systems; or
  - iii. are in the Greenbelt Area;
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities;

- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
  - e) development will be generally directed away from hazardous lands;
- 2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:
    - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
    - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
    - c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
    - d) expand convenient access to:
      - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
      - ii. public service facilities, co-located and integrated in community hubs;
      - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
      - iv. healthy, local, and affordable food options, including through urban agriculture;
    - e) provide for a more compact built form and a vibrant public realm, including public open spaces;
    - f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
    - g) integrate green infrastructure and appropriate low impact development.
  - 2.2.5.1 1. Economic development and competitiveness in the GGH will be promoted by:
    - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
    - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
    - c) planning to better connect areas with high employment densities to transit; and
    - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.
  - 2.2.5.5 Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.
  - 2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
    - a) planning to accommodate forecasted growth to the horizon of this Plan;
    - b) planning to achieve the minimum intensification and density targets in this Plan;
    - c) considering the range and mix of housing options and densities of the existing housing stock; and
    - d) planning to diversify their overall housing stock across the municipality.

- 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
  - a) supports the achievement of complete communities;
  - b) supports active transportation; and
  - c) encourages the integration and sustained viability of transit services.
- 2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
  - a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

### **Region of Peel Official Plan:**

The subject application is within the “Urban System” area as established in Schedule D of the Regional Official Plan, and the “Designated Greenfield Area”, as established in Schedule D4. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

#### **5.3 THE URBAN SYSTEM**

##### **5.3.1 General Objectives**

- 5.3.1.1 To conserve the environmental and resource attributes of the region.
- 5.3.1.2 To achieve sustainable development within the Urban System.
- 5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

##### **5.3.2 General Policies**

- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.

#### 5.5.4 Greenfield Density

- 5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.
- 5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:
  - City of Brampton: 51 residents and jobs combined per hectare;

### **City of Brampton Official Plan:**

The property is designated "Business Corridor" and "Parkway Belt West" in *Schedule A: General Land Use Designations* of the Official Plan, as well as "Employment", "Utility", and "Designated Greenfield Area" on *Schedule 1: City Concept*. A 500 kVa Transmission Line Right-of-Way is identified at the southern portion of the subject lands on *Schedule F: Infrastructure, Utilities & Resources*. The Official Plan policies that are applicable to this application include but are not limited to:

#### 3.2.2 Built Boundary and Designated Greenfield Area

- 3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.
- 3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

#### 4.4.1 Business Corridor

- 4.4.1.1 The boundaries of the Business Corridor designations are to be interpreted flexibly and refined appropriately at the Secondary Plan level in accordance with studies undertaken as part of a new Secondary Plan or Secondary Plan review process.
- 4.4.1.2 Through the Secondary Plan process, the Business Corridor designation will be broken down as appropriate into various sub-designations (such as Prestige Industrial, Office, Mixed Commercial/Industrial, Highway Commercial, Service Commercial, Highway and Service Commercial and Business) and specific policies will be set out with respect to industrial, office, retail and service uses, restaurants, hotels and motels, and entertainment uses along with the appropriate requirements and restrictions as follows:

## (i) Office Uses:

Corporate offices, ancillary offices, business-serving office uses within industrial malls, and free-standing office uses will be permitted through various sub-designations subject to criteria related to the following:

- consideration of the estimated economic/employment demand for the area;
  - density of the surrounding area, with a permitted maximum density of 0.5 FSI, where such office uses are not located along intensification corridors ;
  - location of site within the Business Corridor area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,
  - issues related to site design, including parking, outdoor storage and service areas, and landscaping.
- 4.4.1.5 At the development review or Secondary Plan stage, the planning of Business Corridor designations shall satisfactorily address the following matters:
- (i) A system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;
  - (ii) The location of ingress and egress points to highways or arterial roads;
  - (iii) The impact of the type and volume of vehicular traffic to be generated by the particular use on roadways and at intersections, and its effects on the use and operations of adjacent properties;
  - (iv) The location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties and the generation of stormwater runoff and its impacts on water quality and infrastructure;
  - (v) The impact of large surface parking areas dominating the street edge;
  - (vi) The types and locations of outside storage facilities and their effects on adjacent properties;
  - (vii) Opportunities for transit-supportive patterns and designs including pathways;
  - (viii) The siting, massing and landscaping of development that will contribute to a unified and cohesive street edge; and ,
  - (ix) Accessibility for persons with disabilities.

4.13 Parkway Belt West

• 4.13.1 Development within the limits of the Parkway Belt West Plan area is governed by the map designations and policies of the Parkway Belt West Plan, July 1978 (as amended) which is deemed to form part of this Official Plan. For an official and more detailed description of the Plan area, reference should be made to The Parkway Belt West Plan, July 1978, and all amendments thereto.

• 4.13.2 Two specific designations, namely Provincial Highway (which refers to the portion of Highway 410 south of Steeles Avenue, all of Highway 407 and the 407 Transit way) and Open Space are indicated within the Parkway Belt West Plan Area on Schedule "A" of this Plan. These designations are considered to be the same as, or consistent with, those that are contained within the Parkway Belt West Plan, and also collectively represent the area of that Plan as amended to December 31, 2005. In the case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan prevail.

• 4.13.3 The lands between Highway 407 and the Hydro Corridor from Highway 410 to Torbram Road and designated “Industrial” on Schedule “A” are intended to be used for an appropriate range of Industrial uses to be specified in a secondary plan to be implemented through an official plan amendment. Until such time as such a Secondary Plan amendment is approved, the use of the subject lands shall be limited to those uses and related conditions set out for those same lands in the Parkway Belt West Plan, July 1978, as amended to June 28, 1993.

#### 4.8.4 Hydro-Electric Power, Telecommunications and other Cabled Services

• 4.8.4.4 The City shall endeavour to ensure that where utilities cannot be located in road rights-of-way, the provision of utility easements shall have minimal detrimental effect on the use of land and enjoyment of property.

### **Bram East Secondary Plan (Area 41):**

The majority of the property is designated “Mixed Commercial/Industrial” in the Bram East Secondary Plan. The northernmost parcel is designated “Special Policy Area 12 (Office Node and Mixed Commercial/Industrial)”. The Secondary Plan sections that are applicable to this application include:

#### Mixed Commercial Industrial Uses

• 3.2.11 The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan.

Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m<sup>2</sup> (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.

Outdoor or open storage of materials or goods and automotive body shops are not permitted. Notwithstanding any other policies in this secondary plan, supermarkets are not permitted within the Mixed Commercial Industrial designations, except for within an area bounded by Fogal Road to the north, Highway 50 to the east, Queen Street East to the south and the Claireville Tributary to the west. Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Official Plan policy 4.2.2.2. Hotels are not permitted except for those Mixed Commercial Industrial designations located east of The Gore Road and south of Ebenezer Road, and on the Woodlands site in accordance with policy 3.3.5.5 of this plan.

#### Special Policy Area 12 (Office Node and Mixed Commercial/Industrial)

The lands shown outlined as “Special Policy Area 12” on Schedule SP41(a) shall be used in accordance with the Office Node and Mixed Commercial/Industrial designations subject to:

a) Encouraging the development of office space by applying a restriction on the amount of retail and service commercial development along the Regional Road 50 (Highway 50) frontage of the site until a minimum amount of office development has been developed anywhere on the lands in advance of or in conjunction with retail and service commercial development.

b) The land use permissions of both the Office Node and Mixed Commercial/Industrial designation shall apply to the entire lands of the Special Policy Area 12 subject to industrial uses requiring large outdoor storage areas, motor vehicle sales establishment, garden centres, automotive related uses, and stand alone retail uses with a gross floor area of less than 930 square metres not being prominently visible from Regional Road 107 (Queen Street).

c) The on-site driveways shall operate as an internal road to accommodate access opportunities from the lands to the south to Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50). d) Development in the Office Node and Mixed Commercial Industrial designation shall adhere to the following Urban Design principles:

- i. The Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50) frontages shall have minimal or no parking located between buildings and the street. Additional landscaping will be required where areas with one row of parking are retained.
- ii. A multiple storey building (minimum 3 storey building height) is to be located at the Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50) corner of the site.
- iii. A principal building associated with any gas bar shall be located adjacent to Regional Road 107 (Queen Street) or Regional Road 50 (Highway 50) so that the building can screen the gas bar pump islands from the street.
- iv. Buildings shall have good quality and aesthetically attractive building materials and make use of glazing, roofline variation, and corner features.
- v. Landscape treatments shall be applied along The Gore Road frontage to ensure appropriate landscape screening between the site and the adjacent residential uses.
- vi. Convenient and safe pedestrian access shall be provided throughout the site and Pedestrian facilities such as street furniture will be provided along walkways between buildings and the adjacent public roads, and will include appropriate weather protection.
- vii. Service and loading areas shall be screened from all streets.
- viii. Drive-through facilities should not be located between buildings and any public roads.

### **Zoning By-law:**

The property is zoned “Commercial Agricultural - CA”, and “Industrial Four – Section 1580” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to rezone the lands to facilitate future industrial development on the subject lands.

### **Documents Submitted in Support of the Application**

1. Architectural Plans
2. Registered Owners Authorization and Fee Calculation Sheet
3. Cover Letter
4. Land Survey
5. Planning Justification Report
6. Public Engagement Strategy
7. Reference Plan
8. ‘Draft’ Public Notice Sign

9. Noise Feasibility Study
10. Arborist Report
11. Archaeological Assessment
12. Parcel Abstracts
13. Functional Servicing Report
14. Stormwater Management Report
15. Phase One Environmental Site Assessment
16. Sustainability Score and Summary
17. Geotechnical Report

The City may request further technical information necessary for its review, based on agency circulation or public input. Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.



# Sustainable New Communities Program: Sustainability Snapshot

City File Number: SPA-2022-0138

Municipal Address: 8386 & 8412 Highway 50

Applicant Name: Weston Consulting c/o Michael Vani

Property Owner Name: HIGHWAY 50 & 7 SOUTH EQUITIES INC.; PANGREEN LIMITED PARTNERSHIP; 9404635 CANADA INC.; GREYCAN 9 P

Application Type: Site Plan

SUSTAINABILITY SCORE: **41**

THRESHOLD ACHIEVED: **Bronze**

Built Environment			
Indicator	Metric	Level	Points
Salt Management			
BE-7	At least two salt management measures are provided.	Good	2
Remark	To verify the points regarding Salt Management (BE-7), refer to the methods for treatment of on-site drainage as referred to in the Functional Servicing and Stormwater Management Report, prepared by Ware Malcomb, dated July 2022.		
Carshare and Carpool Parking			
BE-8	3% of parking spaces on-site are dedicated to carpooling and/or carshare/zip car.	Good	1
Remark	Refer to Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022 and Traffic Impact Study, prepared by JD Engineering, dated July 2022.		
Surface Parking Footprint			
BE-9	All surface parking on site is located at the side or rear of buildings.	Good	1
Remark	Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022.		
Mobility			
Indicator	Metric	Level	Points
Walkable Streets			
MB-4	Continuous sidewalks or multi-use trails are provided on both sides of public and private roads/streets.	Good	2
Remark	Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022		
Pedestrian Amenities			
MB-5	Pedestrian connections are provided between a building entry and other destinations on the site and to destinations on adjacent properties.	Good	1
Remark	refer to Landscape Plans (MP1, L1 to L5), prepared by Landscape Planning, dated July 22, 2022; Planning Justification Report, prepared by Weston Consulting, dated July 2022; and Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022		

MB-5	More than 1 type of pedestrian amenity is provided along on-site connections and between the site and adjacent destinations.	Great	1
Remark	refer to Landscape Plans (MP1, L1 to L5), prepared by Landscape Planning, dated July 22, 2022; Planning Justification Report, prepared by Weston Consulting, dated July 2022; and Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022		
Bicycle Parking			
MB-6	Bicycle parking spaces are provided at a rate 20% higher than municipal standards/guidelines.	Good	1
Remark	Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022		
MB-6	Bicycle parking are located in close proximity to building entrances. Short-term bicycle parking is located within 25 meters of building entrance if outdoors. Long-term bicycle parking is located within 50 meters of an entrance. All bicycle parking is weather protected.	Excellent	2
Remark	Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022		
Trails and Cycling Infrastructure			
MB-7	The objectives of the municipal Active Transportation Master Plan and/or Trails/Pathways Master Plan are being implemented.	Good	1
Remark	Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022.		
Active Transportation Network			
MB-8	100% of residents/jobs will be within 400 metres of an existing, approved, or proposed public multi-use trail or cycling infrastructure (e.g. bike lane).	Good	2
Remark	Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022		
Distance to Public Transit			
MB-9	The site is within 800 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with frequent stops.	Good	1
Remark	Development is located 400m south of Queen Street East. Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022		
MB-9	The site is within 400 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops.	Great	1
Remark	Development is located 400m south of Queen Street East. Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022		
Remark: Development is located 400m south of Queen Street East. Refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022			
Natural Environment and Parks			
Indicator	Metric	Level	Points
Tree Conservation			
NE-1	25% of healthy mature trees are preserved in-situ.	Good	3
Remark	refer to Arborist Report, prepared by Landscape Planning, dated July 12, 2022		
NE-1	50% of healthy mature trees are preserved in-situ or 100% of healthy hedgerows are preserved in situ.	Great	2

Remark	refer to Arborist Report, prepared by Landscape Planning, dated July 12, 2022		
Soil Quantity & Quality for New Trees			
NE-2	A minimum of 30 cubic metres (m3) of soil and a minimum of 100 centimetres (cm) of uncompact soil depth is provided for each new tree.	Good	2
Remark	Refer to Landscape Plans (MP1, L1, L2, L3, L4 and L5), prepared by Landscape Planning, dated July 22, 2022.		
NE-2	25% more total soil volume compared to municipal standards is provided for each new tree.	Great	2
Remark	Refer to Landscape Plans (MP1, L1, L2, L3, L4 and L5), prepared by Landscape Planning, dated July 22, 2022.		
Healthy Soils			
NE-3	A minimum topsoil depth of 200 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Good	1
Remark	refer to Landscape Plans (MP1, L1, L2, L3,L4 and L5), prepared by Landscape Planning, dated July 22, 2022		
Natural Heritage Connections			
NE-4	Physical public connections (e.g. public access blocks, single loaded roads, parks, sidewalks, etc.) are provided for 25% of the length of the natural heritage system that abuts the development.	Good	2
Remark	refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022.		
NE-4	Physical public connections (e.g. public access blocks, single loaded roads, parks, sidewalks, etc.) are provided for 50% of the length of the natural heritage system that abuts the development.	Great	2
Remark	refer to Planning Justification Report, prepared by Weston Consulting, dated July 2022; Architectural Site Plan drawing A1.0, prepared by Ware Malcomb, dated July 27, 2022.		
Supporting Pollinators			
NE-6	Native plants that support pollinators make up 25% of total quantity of plants proposed.	Good	1
Remark	refer to the master plant list on Landscape Plans (MP1, L1, L2, L3, L4 and L5), prepared by Landscape Planning, dated July 22, 2022		
Stormwater Quality			
NE-10	Over 80% of Total Suspended Solids (TSS) are removed from all runoff leaving the site during a 25 millimetre (mm) rainfall event.	Good	1
Remark	refer to Stormwater Management Report, prepared by Ware Malcomb, dated July 2022		
Multi-purpose Stormwater Management			
NE-12	Measures/amenities that beautify the stormwater management ponds are provided (e.g. public art, interpretive signage).	Good	1
Remark	refer to Landscape Plans (MP1, L1, L2, L3, L4 and L5), prepared by Landscape Planning, dated July 22, 2022		
Infrastructure & Building			
Indicator	Metric	Level	Points
Heat Island Reduction: Roof			
IB-8	Cool roof treatment is provided for 100% of the available roof space.	Great	2
Remark	Refer to Architectural Roof Plan A3.1, prepared by Ware Malcomb, dated July 27, 2022		
Extreme Wind Protection			

IB-15	Roof rafters, roof trusses or roof joists are tied to load-bearing wall framing in a manner that will resist a factored uplift load of 3 kN, and metal straps or connectors to connect lower storey wall studs to the sill plate are provided.	Good	2
Remark	Refer to Commitment Letters provided by Dorlan Engineering, dated July 18, 2022; and Panattoni Development Company, dated July 25, 2022		
Light Pollution Reduction			
IB-17	All exterior light fixtures are Dark Sky Compliant.	Good	1
Remark	Refer to Photometric Plans E-1L & E-2L, prepared by Lapas, dated July 13, 2022		
Bird-Friendly Design			
IB-18	A combination of Bird-Friendly Design strategies are applied to at least 85% of contiguous glass area greater than 2 square metres (m2) within the first 16 meters of the building above-grade (including interior courtyards) and above green roofs.	Good	2
Remark	Refer to Architectural Elevations drawing A4.1, prepared by Ware Malcomb, dated July 27, 2022		
Solid Waste			
IB-19	A minimum of 10 square meters (m2) of floor space is provided for bulky items and items eligible for special collection services.	Good	1
Remark	Refer to Architectural Floor Plan drawing A2.1, prepared by Ware Malcomb, dated July 27, 2022		

**Date:** 2022-11-09

**File Number:** **OZS-2022-0037**

**Subject:** **Information Report**  
Application to Amend the Zoning By-law and for a Draft Plan of Subdivision  
(To facilitate a development of 18 townhouse dwelling units, a buffer block, and the extension of Royal Vista Road).  
**Gagnon Walker Domes LTD / Mr. Haroon Raza and 2872374 Ontario Inc.**  
1206 Steeles Avenue West  
North side of Queen Street and west side of James Potter Road  
Ward: 4

**Contact:** Marco Gerolini, Development Planner I, Development Services, marco.gerolini@brampton.ca; and David VanderBerg, Manager, Development Services, david.vanderberg@brampton.ca

**Report Number:** Planning, Bld & Growth Mgt-2022-940

**Recommendations:**

1. **That** the report titled: **Information Report**, Application to Amend the Zoning By-law and for a Draft Plan of Subdivision, **Gagnon Walker Domes LTD/ Mr. Haroon Raza and 2872374**, 1206 Steeles Avenue West, Ward 4, dated November 9<sup>th</sup>, 2022, to the Planning and Development Committee meeting of November 28<sup>th</sup>, 2022 be received; and,
2. **That** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the public meeting and staff recommendation, subsequent to the completion of circulation of the application and a comprehensive review of the proposal.

**Overview:**

- **The applicant has submitted an application to amend the Zoning By-law and for a Draft Plan of Subdivision to facilitate the development of 18 townhouse units, a buffer block, and the extension of Royal Vista Road.**

- The lands are designated ‘Residential’ on Schedule A of the Official Plan, which permits a range of residential uses. An Amendment to the Official Plan is not required.
- The subject property is designated as ‘Low-Medium Density’ within the Bram West Secondary Plan Area 40(c), which permits single-detached houses, semi-detached houses and townhouses. An Amendment to the Secondary Plan is not required.
- The subject site is zoned ‘Agricultural (A)’, “Residential Street Townhouse B – Section 1325 (R3B - 1325)”, and ‘Residential Street Townhouse B – Section 1384 (R3B - 1384)’. An Amendment to the Zoning By-Law is required to permit the proposal.
- This Information Report and associated public meeting facilitate compliance with the Strategic Plans’ “Good Government” priority, with respect to educating and engaging citizens in an open and accountable way.

### **Background:**

Gagnon Walker Domes Ltd. submitted the subject applications on behalf of Mr. Haroon Raza and 2872374 Ontario Inc. on August 7<sup>th</sup>, 2022. The application has been reviewed for completeness and found to be complete in accordance with the Planning Act. A formal Notice of Complete Application dated August 30<sup>th</sup>, 2022, was provided to the applicant.

### **Current Situation:**

#### Proposal:

The proposal to amend the Zoning By-law and Draft Plan of Subdivision has been filed with the City to develop the approximately 0.45 hectare (1.11 acres) site. The details of the proposal are as follows (refer to Appendix 1):

- A total of 18 street townhouse lots:
  - 9 street townhouse lots having a minimum width of 5.43 metres (17.81 feet)
  - 9 street townhouse lots having a minimum width of 6.0 metres (19.69 feet)
- A 3.3m wide landscape buffer block of 0.02 hectares (0.05 acres) in size, to provide screening between the residential subdivision and the public right-of-way.
- An extension of Royal Vista Road having a right-of-way width of 17.0 metres (55.8 feet)

### Property Description and Surrounding Land Use (Refer to Appendix 2):

The lands having the following characteristics:

- Is located at 1206 Steeles Avenue West.
- The subject site is currently occupied by a single detached dwelling and an accessory structure, which is proposed to be demolished.
- The subject site is irregularly shaped and has a total site area of approximately 0.45 hectares (1.11 acres).

The surrounding land uses are described as follows:

North: Saint Eugene Street, Royal Vista Road and semi-detached housing

South: Steeles Avenue West, beyond which is a mix of residential housing (semi-detached and single detached)

East: Vacant land that is planned for future development

West: Royal Vista Road and existing townhouses

### Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. All comments received will be considered in a future Recommendation Report to the Planning and Development Committee.

In addition to the general evaluation of the appropriateness of the proposed land use, the following are preliminary issues that have been identified to date with respect to this application that will need to be addressed as part of the comprehensive analysis:

- How to best integrate the proposed development within the existing and proposed neighbourhood and ensure compatibility with the surrounding land uses.

### Public Meeting Notification Area:

The application was circulated to City Departments, commenting agencies, property owners within 240 metres of the subject lands, and advertised in the Brampton Guardian, which exceeds the Planning Act circulation requirements. Signage has also been posted on the subject lands advising of the application. This report along with the complete application requirements, including studies, have also been posted on the City's website.

## **Corporate Implications:**

### Financial Implications:

There are no financial implications identified at this time. Revenue collected through development applications fees are accounted for in the approved operating budget. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

### Other Implications:

Other technical planning and development implications associated with this application will be undertaken and discussed within the Recommendation Report.

## **Term of Council Priorities:**

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 “A Well-run City (Good Government)” priority, with respect to encouraging public participation by actively engaging the community. This application will be reviewed to ensure that the development proposal meets the direction and goals of the Term of Council Priorities 2019-2022, and will be discussed in the future Recommendation Report.

### Living the Mosaic – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”.

## **Conclusion:**

Appropriate information and background studies have been received by the Planning and Development Services Department. In compliance with the requirements of the *Planning Act*, it is appropriate to present this application at a statutory public meeting and Planning and Development Services Committee.

A future Recommendation Report will detail a complete technical analysis and assess the planning merits of these applications.

Authored by:

Reviewed by:

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Marco Gerolini, MCIP, RPP  
Development Planner  
Development Services

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Allan Parsons, MCIP, RPP  
Director, Development Services



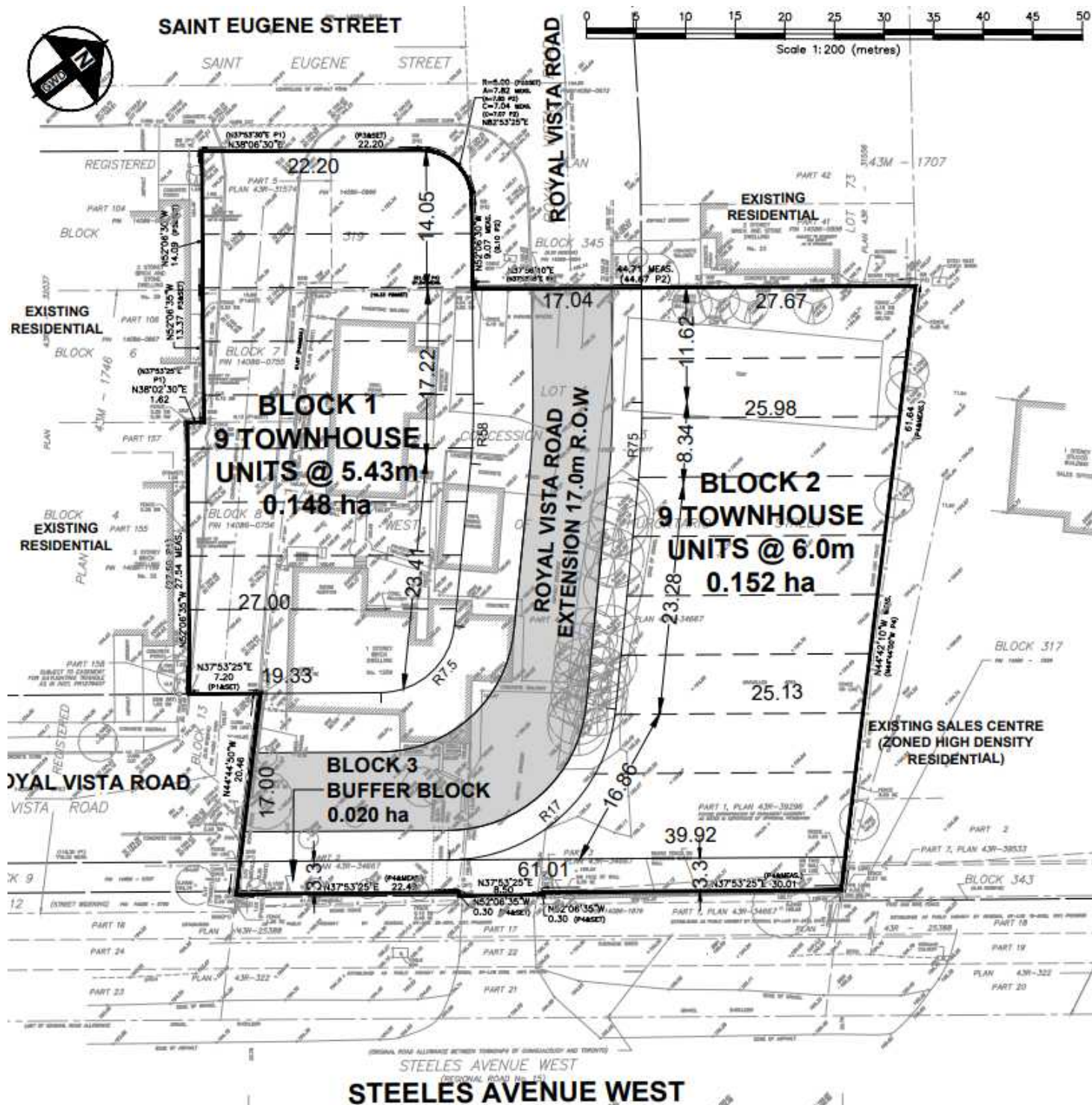
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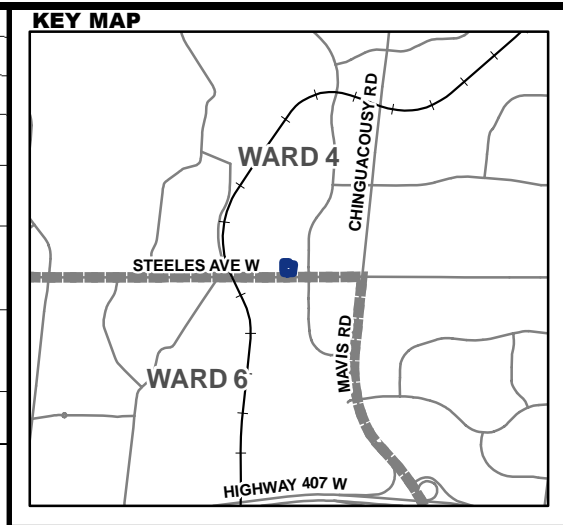
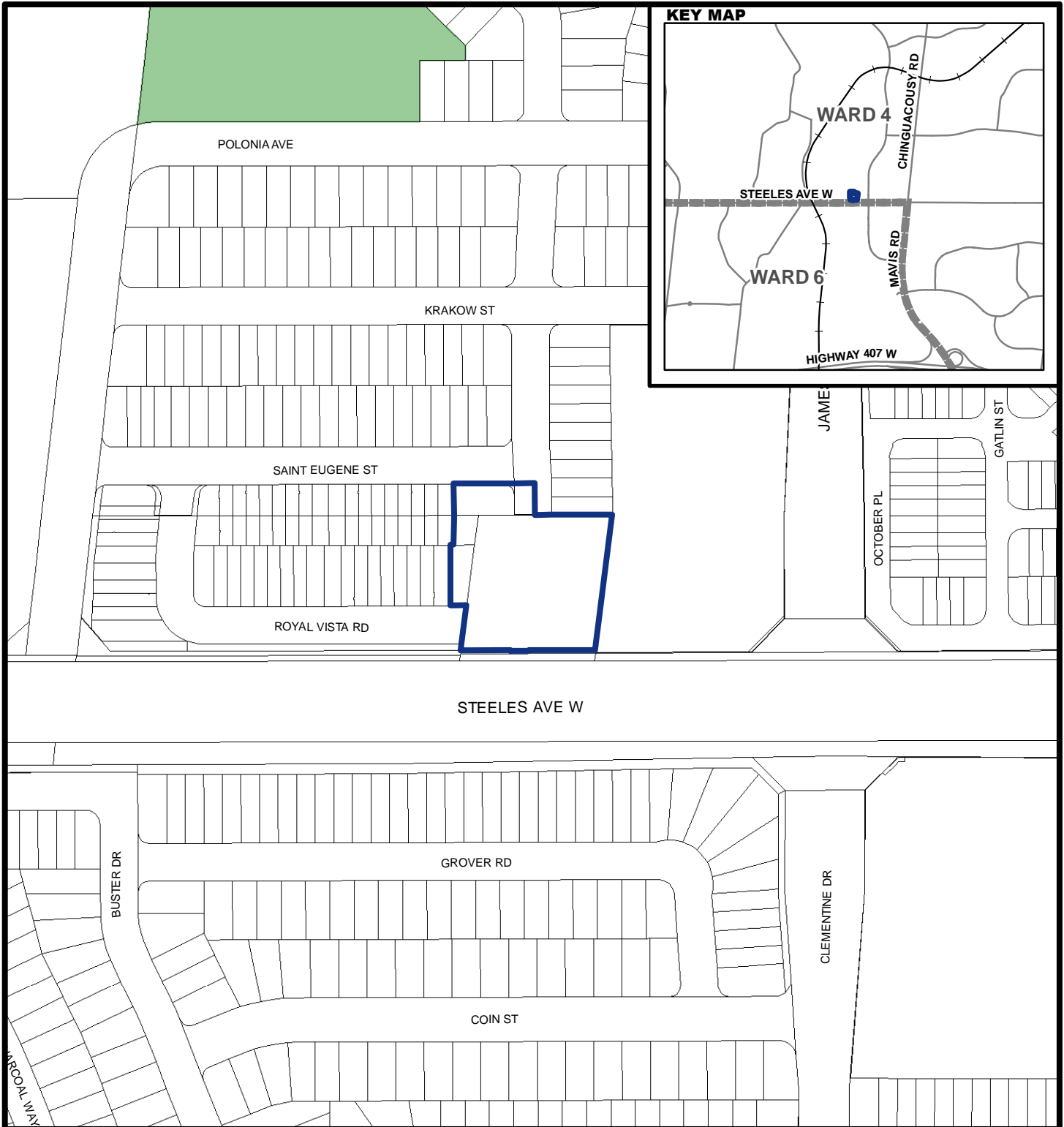
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Jason Schmidt-Shoukri, MPA OAA RPP  
MCIP Commissioner  
Planning, Building and Growth  
Management

**Appendices:**

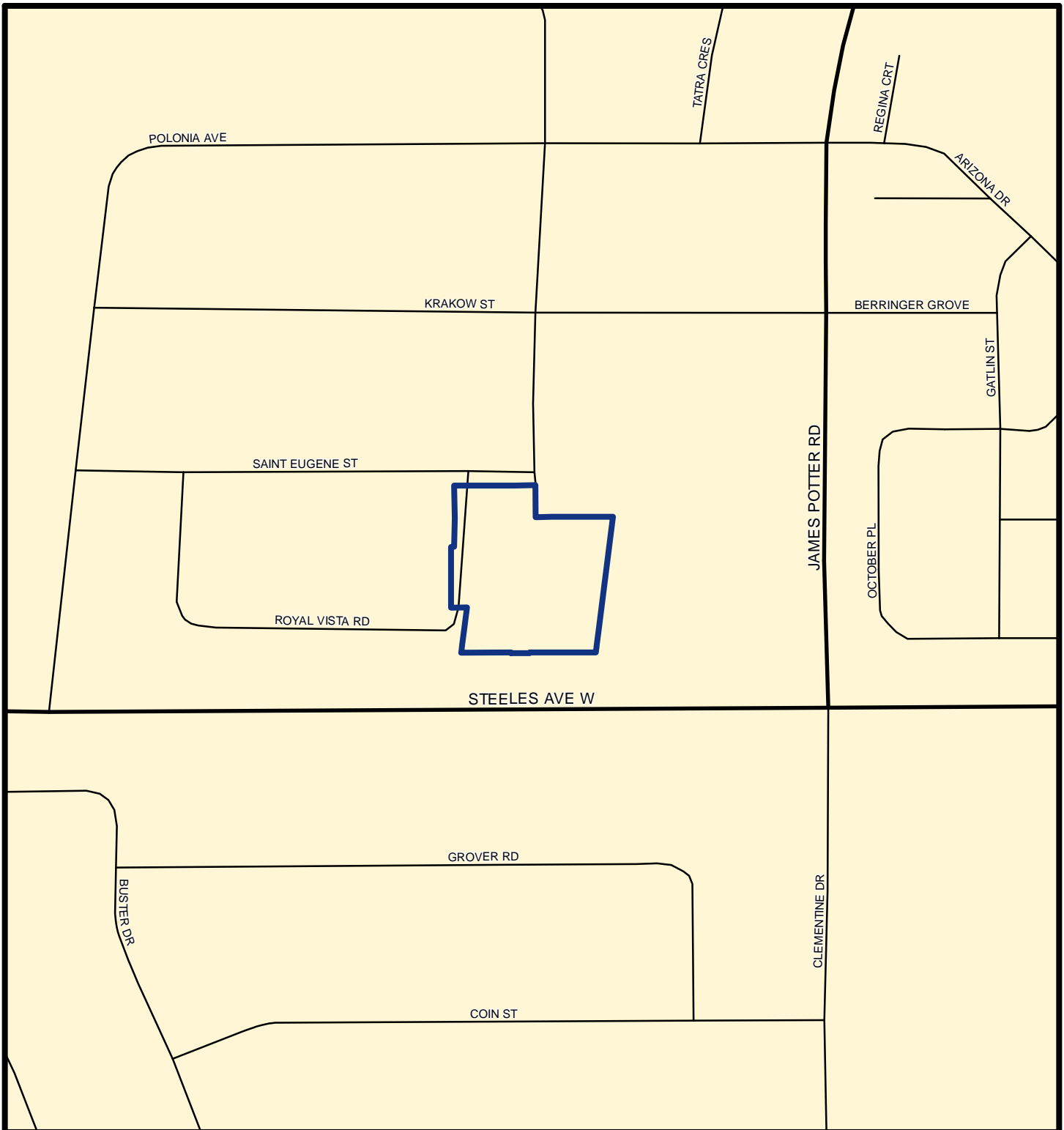
Appendix 1:	Concept Site Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning Designations
Appendix 6:	Aerial & Existing Land Use
Appendix 7:	Information Summary
Appendix 8:	Sustainability Snapshot







- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE

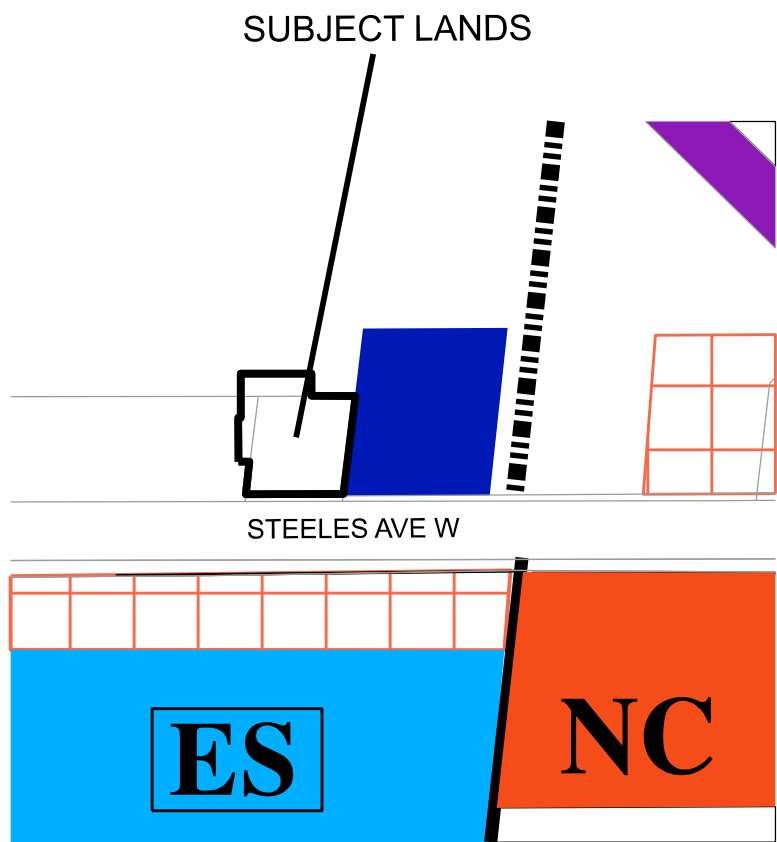




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN


-  SUBJECT LAND
-  RESIDENTIAL






EXTRACT FROM SCHEDULE SP40(c) OF THE DOCUMENT KNOWN AS THE BRAM WEST SECONDARY PLAN


- UTILITIES AND INFRASTRUCTURE :**


 Hydro One Corridor

**INSTITUTIONAL:**


 Elementary School


**ROAD NETWORK:**


 Minor Arterial (36 metres)
- EMPLOYMENT:**

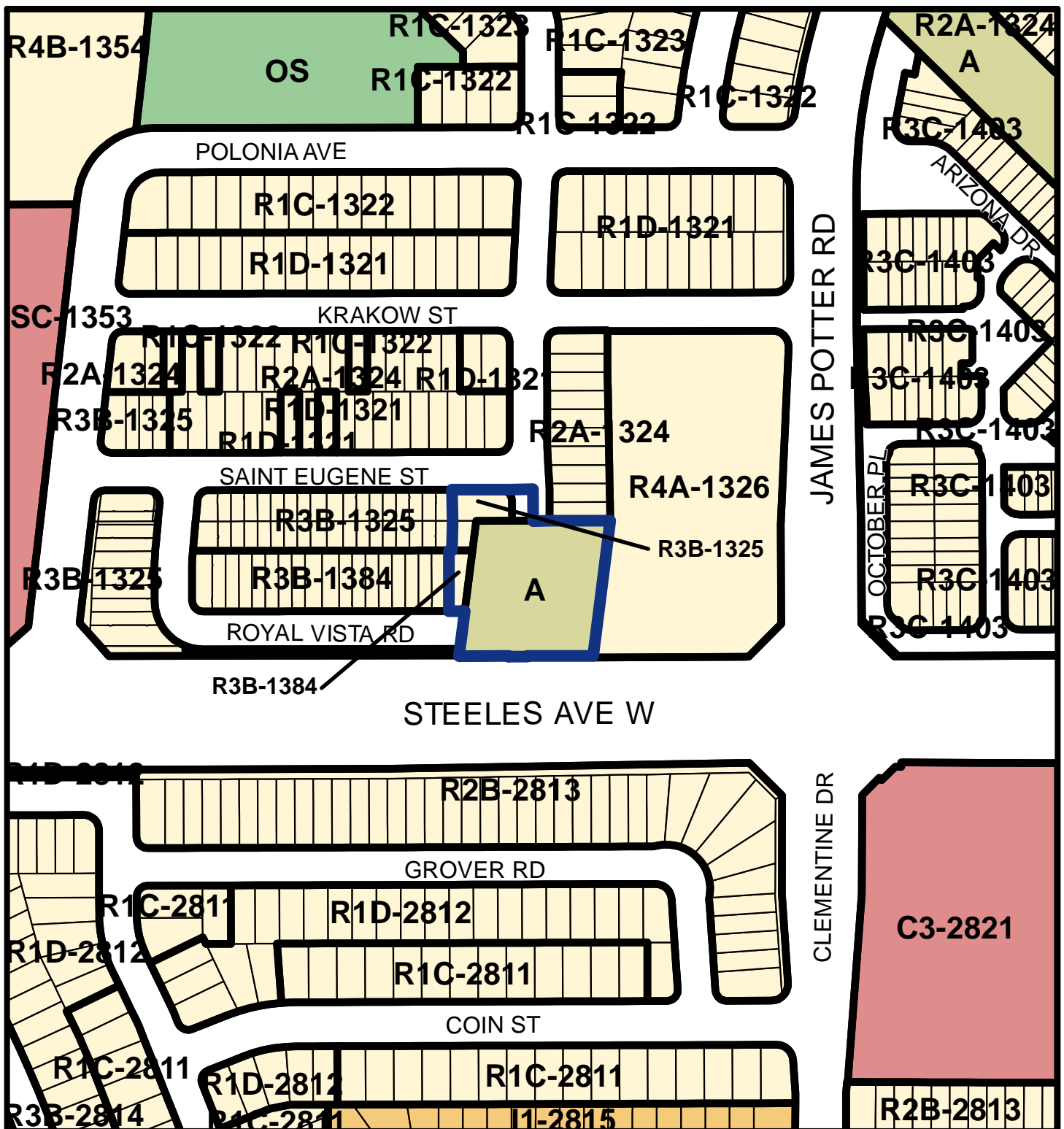
 Neighbourhood Commercial

**RESIDENTIAL:**

 Low / Medium Density

 Medium Density

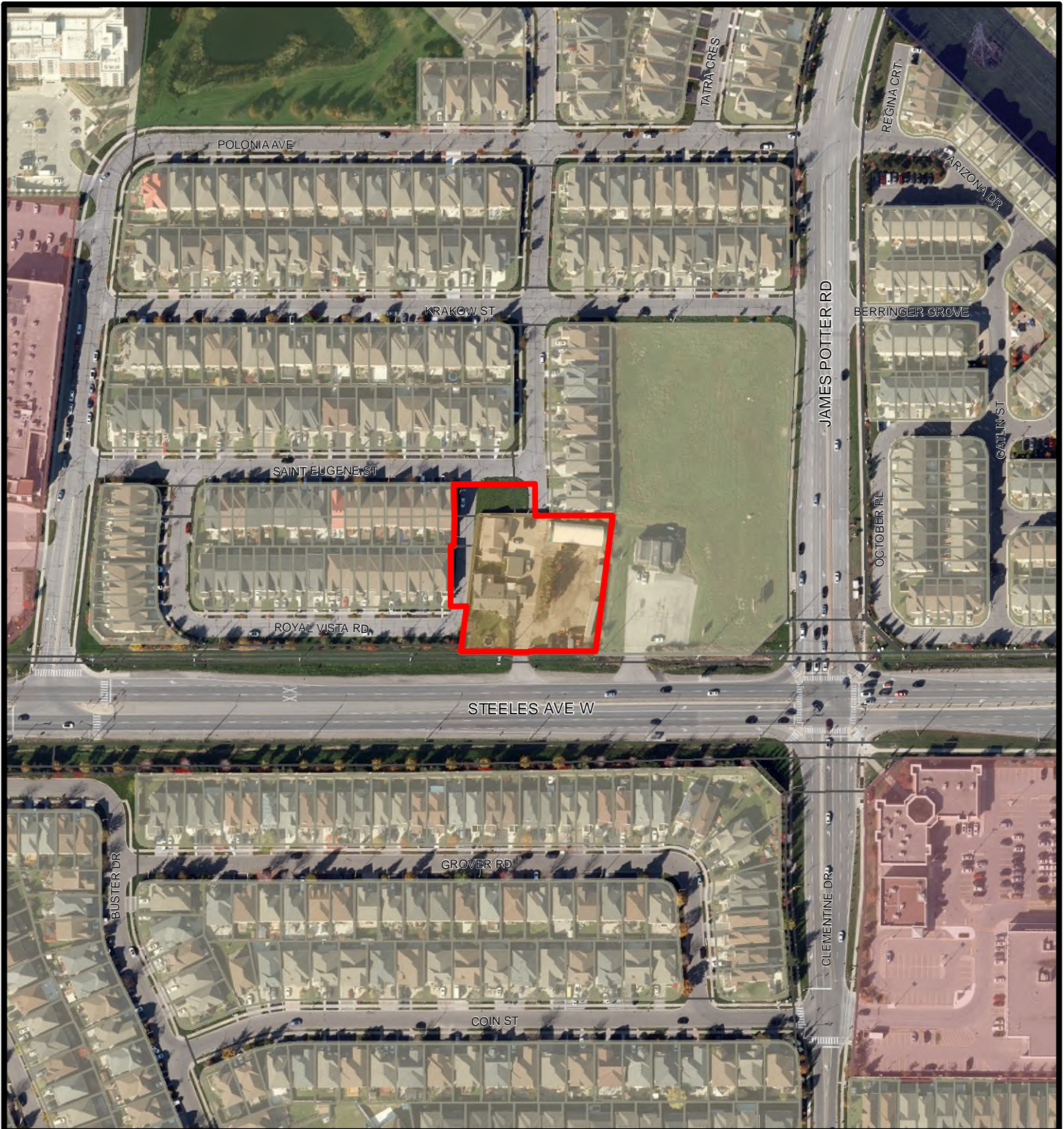
 Cluster / High Density



A SUBJECT LAND
  COMMERCIAL
  AGRICULTURAL
  RESIDENTIAL
  INSTITUTIONAL
  OPEN SPACE







AERIAL PHOTO DATE: FALL 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				



### **Information Summary**

Notwithstanding the information summary provided below, staff advises that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and the City of Brampton Official Plan.

#### **Planning Act R.S.O 1990**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the Planning Act. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians
- r) The promotion of built form that:
  - o (i) is well-designed
  - o (ii) encourages a sense of place, and
  - o (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant

#### **Provincial Policy Statement, 2020**

The proposal will be reviewed for its compliance with matters of provincial interest as identified in the Provincial Policy Statement (PPS). A preliminary assessment of the PPS sections applicable to this application include, but are not limited to:

- Policy 1.1.1 — Healthy, liveable and safe communities are sustained by:
  - a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;



- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
  - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
  - g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
  - h) Promoting development and land use patterns that conserve biodiversity; and
  - i) Preparing for the regional and local impacts of a changing climate
- Policy 1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs
  - Policy 1.1.3.4 - Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety
  - Policy 1.4.1 - To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
    - a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
    - b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans

- Policy 1.4.3 - Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
  - b) Permitting and facilitating:
    - i) All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - ii) All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety

### **Growth Plan for the Greater Golden Horseshoe (2020)**

The subject lands are located within a "Designated Greenfield Area" as defined by the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over

the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification.

The Growth Plan sections applicable to this application include, but are not limited to:

- Policy 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:
  - a) The vast majority of growth will be directed to settlement areas that:
    - i. Have delineated built boundary;
    - ii. Have existing or planned municipal water and wastewater systems; and
    - iii. Can support the achievement of complete communities
  - b) Growth will be limited in settlement areas that:
    - i. Are rural settlements;
    - ii. Are not serviced by existing or planned municipal water and waste water systems or
    - iii. Are in the Greenbelt Area;
  - c) Within settlement areas, growth will be focused in:
    - i. Delineated built-up areas;
    - ii. Strategic growth areas;
    - iii. Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
    - iv. Areas with existing or planned public service facilities;
  - d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise
- Policy 2.2.1.4 - Applying the policies of this Plan will support the achievement of complete communities that:
  - a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
  - b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
  - c) Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

- d) Expand convenient access to:
    - A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
    - Public service facilities, co-located and integrated in community hubs;
    - An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
    - Healthy, local, and affordable food options, including through urban agriculture;
  - e) Provide for a more compact built form and a vibrant public realm, including public open spaces;
  - f) Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
  - g) Integrate green infrastructure and appropriate low impact development
- Policy 2.2.6.1 - Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
    - a) Support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
      - i. Identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and
      - ii. Establishing targets for affordable ownership housing and rental housing.

### **Region of Peel Official Plan**

The subject application is within the "Urban System Designation" as established in the Regional Official Plan Schedule D.

The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include, but are not limited to:

- Policy 5.3.1.2 - To achieve sustainable development within the Urban System
- Policy 5.3.1.3 - To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

- Policy 5.3.1.4 - To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services
- Policy 5.3.1.5 - To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive
- Policy 5.3.2.6 - Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:
  - a) Support the Urban System objectives and policies in this Plan;
  - b) Support pedestrian-friendly and transit-supportive urban development;
  - c) Provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
  - d) Support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles

#### **City of Brampton Official Plan (2006)**

The subject site is designated “Residential” in the Official Plan. The residential designation looks to incorporate a variety of housing types that are essential for meeting the needs of a diverse population and ensuring growth in economic activities.

The Official Plan policies that are applicable to this application include, but are not limited to:

- Policy 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

- Policy 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate
- Policy 4.2.7 - Diversity in residential housing is to be achieved in conjunction with a variety of planned residential communities to reflect a high standard of environmental, design and functional qualities. The Development Design Guidelines adopted by City Council provides directions for dealing with design issues to ensure that new communities fit and are integrated with neighbourhoods. The Development Design Guidelines for residential areas are premised on the notion that variety and diversity are the key components of visually appealing and vibrant residential communities.

An amendment to the Official Plan is not required.

### **The Bram West Secondary Plan (Secondary Plan Area 40a Chapter 40c) - 2014**

The subject property is designated “Low/Medium Density” in the Bram West Secondary Plan, which permits single-detached houses, semi-detached houses and townhouses.

The Secondary Plan policies that are applicable to this application include, but are not limited to:

- Policy 3.4.16 - In areas designated Low and Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density Residential category defined in Part I of the Official Plan are permitted at a maximum combined density of 30.1 units per net residential hectare (12.2 units per net residential acre), subject to policies 3.4.2. In addition, at least 60% of the overall development within the Low and Medium Density Residential designation shall be single detached structural units.

In reference to the “60% of the overall development within the low and medium density residential designation shall be detached structural units”, this percentage

is applied to the total overall neighbourhood. It can be demonstrated that single detached structural units surpass the majority of housing forms in the neighbourhood and that this proposal conforms to the policy 3.4.16.

- Policy 3.4.2 - Notwithstanding housing policies for the various residential designations on Schedule SP40(c), consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.
- Policy 3.4.17 - Notwithstanding the foregoing housing mix and density policies, proposals for development within the Low and Medium Density Residential designation shall provide a broad range and mix of lot sizes for single-detached units in accordance with relevant City guidelines
- Policy 3.4.18 - In areas designated Low and Medium Density Residential adjacent to the Orangeville Development Corporation right-of-way, medium density residential forms are encouraged in order to satisfactorily address noise attenuation requirements.
- Policy 3.4.19 - Any proposal for Medium Density Residential development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent Commercial uses
- Policy 3.4.20 - Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections.

An Amendment to the Secondary Plan is not required.

## **Zoning By-Law**

The subject property currently has 3 different zones. It is predominantly zoned Agricultural (A) with some parts of the site zoned Residential Street Townhouse B – Section 1325 (R3B-1325) and Residential Street Townhouse B –Section 1384 (R3B-1384).

The Agricultural zone allows for:

- Agricultural purposes

- A single detached dwelling
- Supportive Housing (Type 1 and 2)
- A cemetery
- An animal hospital
- A kennel; and
- A home occupation

The R3B-1325 Zone allows for:

- A street townhouse dwelling
- Supportive Housing Residence Type 1
- A place of worship; or
- Purposes accessory to the permitted purposes

The R3B-1384 Zone allows for:

- A street townhouse dwelling
- Supportive Housing Residence Type 1
- A place of worship; or
- Purposes accessory to the permitted purposes

A Zoning By-law Amendment is required to permit the proposed use.

### **Sustainability Score**

A preliminary sustainability score was provided and “Bronze Threshold” for the overall application was achieved. See attached Appendix 8 for the Sustainability Score Snapshot.



# SUSTAINABILITY SCORE SNAPSHOT

## APPLICATION DETAILS:

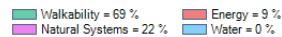
Project Name: 1206 Steeles Avenue West, Blocks 7, 43M-1746, Part of Block 319, 43M-1707

City File Number: PRE-2021-0140

Plan Type: Draft Plan



SUSTAINABILITY SCORE: **37**



## THRESHOLD ACHIEVED: **BRONZE**

### Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

### Landscape and Street Tree Planting/Preservation - Soil Quantity and Quality

- [Minimum] All pits, trenches and/or planting beds have a topsoil layer greater than 60 cm with gradual change of soil quality (texture, porosity), organic matter content that varies from 2% to 7% in the top 30 cm of soil by dry weight, and a pH of 6.8 to 8.0. There is a minimum soil area of 30 m<sup>2</sup> at proper planting depth of unobstructed growing medium per tree.

### Pedestrian Connections - Traffic Calming

- [Aspirational] 100% of new residential-only streets are designed with traffic calming strategies.

### Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

### % of Tree Canopy Within Proximity to Building/Pedestrian Infrastructure - % Canopy Coverage

- [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.
- [Minimum] Street tree distances have been provided on both sides of new and existing streets, within the project and on the project side of bordering streets, between the vehicle travel lane and walkway (in meters).
- [Minimum] 50% of sidewalks will be shaded by trees within 10 years of development. If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees).

### Street Networks/Blocks - Intersection Density

- [Minimum] There are 40-50 street intersections.

### Transit Supportive - Distance to Public Transit - Block and Draft Plans

- [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] 75% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 75% of residents/employment are within 200 m walking distance to 1 or more bus stops with frequent service.

## Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

## Active Transportation - Creation of Trail and Bike Paths

- [Aspirational] The objectives of Brampton's Pathways Master Plan have been advanced by providing Trail Enhancements.

## Stormwater - Stormwater Management Quality and Quantity

- [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.

## Soils and Topography - Restore and Enhance Soils

- [Minimum] Recommendations from a Topsoil Fertility Test have been implemented for the entire site.
- [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.
- [Aspirational] A minimum topsoil depth of 200 mm has been provided across the entire site.

## Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.

## Lighting - Reduce Light Pollution

- [Minimum] It is confirmed that lighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

## Lighting - Energy Conserving Lighting

- [Minimum] LEDs and/or photocells have been used on all lighting fixtures exposed to the exterior.

## Materials and Solid Waste Management - Recycled/Reclaimed Materials

- [Minimum] 25% of recycled/reclaimed materials will be used for new infrastructure, including roadways, parking lots, sidewalks, unit paving, etc.



## Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: ☐ City Council ☒ Planning and Development Committee  
☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: November 28th, 2022

Agenda Item (if applicable):

Name of Individual(s): Mario Asta

Position/Title: Community Resident

Organization/Person  
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter  
to be Discussed:

Zoning By-law Amendment Application under city file OZS-2022-0036 at 8386 & 8412 Highway 50

Action  
Requested:

oppose Zoning By-Law amendment

A formal presentation will accompany my delegation: ☐ Yes ☒ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)  
☐ Picture File (.jpg) ☐ Video File (.avi, .mpg)

☐ Other:

Additional printed information/materials will be distributed with my delegation: ☐ Yes ☒ No ☐ Attached

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.

**Date:** 2022-10-31

**Subject:** **Recommendation Report**  
Application to Amend the Zoning By-law  
*(To rezone the subject lands to facilitate the  
future development of two single detached  
dwellings)*  
**Mattamy (Castlemore) Ltd. – Korsiak Urban Planning**  
10417 Airport Road  
Ward: 10

**Contact:** Emma De Melo, Development Planner  
Planning, Building and Economic Development  
[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca), (905) 874 – 3837  
Steve Ganesh, Manager, Development Services  
Planning, Building and Economic Development  
[Steve.Ganesh@brampton.ca](mailto:Steve.Ganesh@brampton.ca), (905) 874 - 2029

**Report Number:** Planning, Bld & Ec Dev-2022-815

**Recommendations:**

1. **THAT** the report titled: Recommendation Report, Application to Amend the Zoning By-law, Mattamy (Castlemore) Ltd. – Korsiak Urban Planning, 10417 Airport Road, Ward 10 (File #: OZS-2022-0006), dated October 31, 2022 to the Planning and Development Committee Meeting of November 28, 2022, be received; and
2. **THAT** the Zoning By-law Amendment applications submitted by Korsiak Urban Planning (c/o Mattamy (Castlemore) Ltd.) be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for reasons set out in this Recommendation Report; and
3. **THAT** the amendment to the Zoning By-law generally in accordance with the attached Appendix 11 to this report be adopted.

**Overview:**

- The report recommends approval of an application to amend the Zoning By-law to facilitate the rezoning of the subject properties to permit the development of two (2) single detached dwellings.
- The property is designated 'Residential' on Schedule A of the Official Plan. An amendment to the Official Plan is not required to permit the proposed development.
- The property is designated 'Low Density 2' in the Vales of Castlemore Secondary Plan (Area 42). An amendment to the Secondary Plan is not required to permit the proposed development.
- The property is zoned "Agricultural (A)" by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed development.
- A Statutory Public Meeting for this application was held on June 20<sup>th</sup>, 2022. Two members of the public provided written comment on the application prior to the public meeting, and one member of the public delegated at the meeting. Results of the Statutory Public Meeting are included in Appendix 9 of this report.
- The proposed Zoning By-law Amendment represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan.

**Background:**

Prior to the submission of this application, the proposed development underwent a Pre-Application Consultation in 2021. Following the meeting a Pre-Application Consultation Checklist was provided to the applicant outlining the reports and studies that City staff required with the submission of this application. This application was received on April 22<sup>nd</sup>, 2022 and was reviewed for Completeness as per the Planning Act and found to be Complete on May 4<sup>th</sup>, 2022. A formal Notice of Complete Application dated May 4<sup>th</sup>, 2022 was provided to the applicant.

**Consent to Sever Application for the subject lands**

The Applicant also submitted a Consent to Sever Application to the Committee of Adjustment in August of 2021 to sever part of the property. The two parcels were granted consent to sever in September of 2021 under City Files B-2021-0018 and B-2021-0019.

Pursuant to the approval of the Consent Application, it was determined that the conditions of Consent could not be fulfilled, and that applications requesting Changes to the Conditions of Provisional Consent (Planning Act subsection 53(23)) would be required to fulfill the conditions of the consent applications. The application requesting Changes to the Conditions of Provisional Consent were subsequently heard at the October 4<sup>th</sup> Committee of Adjustment Hearing, where the requested changes to the conditions of consent were approved.

Through the requested Changes to the Conditions of Provisional Consent application, City staff engaged with the owner of the property to arrange to have part of the lands, which have natural heritage value, conveyed gratuitously to the City for our long term stewardship and protection. The portion that is environmentally sensitive is located south of the proposed lots that are the subject of this Zoning By-law Amendment Application. The owner was amenable to the conveyance of the natural heritage lands. The owner will be required to prepare a Reference Plan depicting the limits of the natural heritage system to be conveyed to the City, which will be subject to approval by the Director of Development Services. The reference plan will be required to be deposited with the Land Registry Office within two years of the Notice of Decision for the Request to Change Conditions of Provisional Consent application.

### **Current Situation:**

This application proposes to amend the Zoning By-law to permit residential uses on portions of the subject property that will ultimately serve part of two new residential lots that will be part of the existing residential community. The proposed westerly parcel that was the subject of severance application B-2021-0018, is to be rezoned to with a site-specific residential zone (R1A-1711), and merged with the adjacent block to the north (Block 174, Plan 43M-1449), which when combined, will accommodate one new residential lot. Similarly, the easterly parcel that was the subject of severance application B-2021-0019, is to be zoned the same way, and when merged with the adjacent block to the north (Block 177, Plan 43M-1449) will create another residential lot.

Rezoning of the subject lands will facilitate completion of two single lots fronting onto Sparta Drive for the future development of two single-detached dwellings.

### **Application to Amend the Zoning By-law:**

The application proposes to amend the Zoning By-law to rezone the subject properties from 'Agricultural Zone – (A)' to Residential Single Detached A –Section 1711 (R1A-1711). The Zoning By-law Amendment is included in Appendix 11.

### **Property Description and Surrounding Land Use (Refer to Appendix 6):**

The westerly parcel has the following characteristics:

- Has a site area of approximately 356 square metres (0.36 hectares);
- Has a width of approximately 9.24 metres (30.31 feet);
- Has a depth of approximately 18.7 metres (61.35 feet);
- Block 177, to which the parcel will be added, is currently zoned 'Residential Single Detached A – Section 1711 (R1A - 1711); and
- Future access to the property from Sparta Drive.

The easterly parcel has the following characteristics:

- Has a site area of approximately 90 square metres (0.009 hectares);
- Has a width of approximately 9.24 metres (30.31 feet);
- Has a depth of approximately 6.6 metres (21.65 feet);
- Block 177, to which the parcel will be added, is currently zoned 'Residential Single Detached A – Section 1711 (R1A - 1711); and
- Future access to the property from Sparta Drive.

The surrounding land uses are as follows:

- North: Low-density residential uses beyond Sparta Drive, as well as a commercial development at the corner of Airport Road and Braydon Boulevard, and Treeline Public School.
- East: Lands zoned "Floodplain", low-density residential uses, and beyond Goreway Drive there are rural estate residential properties.
- South: Low-density residential uses, a commercial development at the corner of Airport Road and Humberwest Parkway, and Fairlawn Public School is located east of Airport Road.
- West: Low-density residential uses, lands zoned "Floodplain", and Mountain Ash Public School is located south of Sandalwood Parkway East.

### Summary of Recommendations:

This report recommends that Council enact the Zoning By-law attached hereto as Appendix 11.

### **Analysis**

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe, as well as the Region's Official Plan. The proposal is also generally consistent with the City of Brampton's Official Plan, and appropriately considers matters of provincial interest

as set out in Section 2 of the *Planning Act*. Refer to Appendix 8 “Detailed Planning Analysis” for additional details.

### *Matters of Provincial Interest*

#### Planning Act:

This development proposal has regard for the following matters of Provincial interest as set out in Section 2 of the *Planning Act*:

- The orderly development of safe and healthy communities; and,
- The appropriate location of growth and development.

The location of the development capitalizes on the existing infrastructure and established neighbourhood within the existing subdivision north of Sparta Drive, and provides the opportunity to complete two single lots in an existing neighbourhood. The two single lots would be within 400 metres of an existing bus stop at Airport Road and Braydon Boulevard, and is located within 400 metres from recreational trails in Hackett Valley, located on the west side of Airport Road.

#### Provincial Policy Statement:

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application to amend the Zoning By-law is consistent with the PPS as set out in Section 1.1.1:

Section 1.1.1 – healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- c) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
- d) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

The proposal conforms to Section 1.1.1 of the PPS by efficiently using vacant land in an existing residential neighbourhood and providing a cost-effective development that supplies additional dwellings units within an existing subdivision already supported by transit and infrastructure services.



### A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan):

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject application conforms to the applicable policies as outlined in the Growth Plan for the Greater Golden Horseshoe with respect to the provision of housing units and residential development within the delineated built-up area.

### Region of Peel Official Plan:

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the "Urban System" designation in the Regional Official Plan and conform to the related policies with respect to the efficient use of land and residential development within areas containing existing infrastructure.

### City of Brampton Official Plan:

The City of Brampton Official Plan provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development (residential use) and that the environmental policies are met, that the design of the development is consistent with the policies, and that all of the technical matters have been resolved.

The lands are designated 'Residential' in the Official Plan. The residential designation permits a range of dwelling typologies, including single detached dwellings, townhouses and apartments. The applicant has demonstrated that the proposal meets the requirements of the Residential designation.

### Community Engagement:

The application was circulated to City Departments and external agencies for comment and notification was provided to property owners within 240 metres of the subject lands, exceeding the Planning Act requirement of 120 metres for such applications.

Notice signs were also placed on the subject lands to advise members of the public that the proposed applications were filed with the City, and a Statutory Public Meeting for this application was held on June 20<sup>th</sup>, 2022.

One resident spoke at the public meeting, and two written submissions were received. A concern with respect to the noise impacts from Airport Road was raised by a member of the public. A Commitment Letter was provided by Mattamy (Castlemore) Limited to

provide certainty that the warning clauses and noise abatement measures, as outlined in Valcoustics Canada Ltd 10417 Airport Rd Environmental Noise Feasibility Study dated April 6, 2022 and subsequent Addendum Letter #1 to Environmental Noise Feasibility Study dated September 16, 2022, will be installed on Block 174 and Block 177, and included in the future agreement of purchase and sale. The Commitment Letter is included in Appendix 12 – Noise Abatement Commitment Letter, of this report. Details of the Statutory Public Meeting, including a summary of the issues raised and a response to those issues, are included in Appendix 9 – Results of Public Meeting, of this report. The correspondence received from commenting agencies are included as Appendix 10a – Results of Application Circulation (Public) and Appendix 10b – Results of Application Circulation (Internal).

### **Corporate Implications:**

#### Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

#### Other Implications:

There are no other corporate implications associated with the applications that have not been noted elsewhere.

### **Term of Council Priorities:**

The application is consistent with the “A City of Opportunities” theme. It supports the building of complete communities to accommodate growth for people, and develops otherwise underutilized lands with a use consistent with the surrounding context. The development of the lands makes efficient use of land and resources, takes advantage of existing infrastructure and will provide new housing opportunities within the City of Brampton.

### **Conclusion:**

The proposed development is consistent with the Provincial Policy Statement (2020), and conforms to the Growth Plan for the Greater Golden Horseshoe (2020), Region of Peel Official Plan and the City’s Official Plan. Staff is satisfied that the application represents good planning and recommends approval of the Zoning By-law Amendment.

Authored by:

Reviewed by:

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Emma De Melo, Development Planner  
Planning, Building & Growth Management

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning, Building & Growth Management

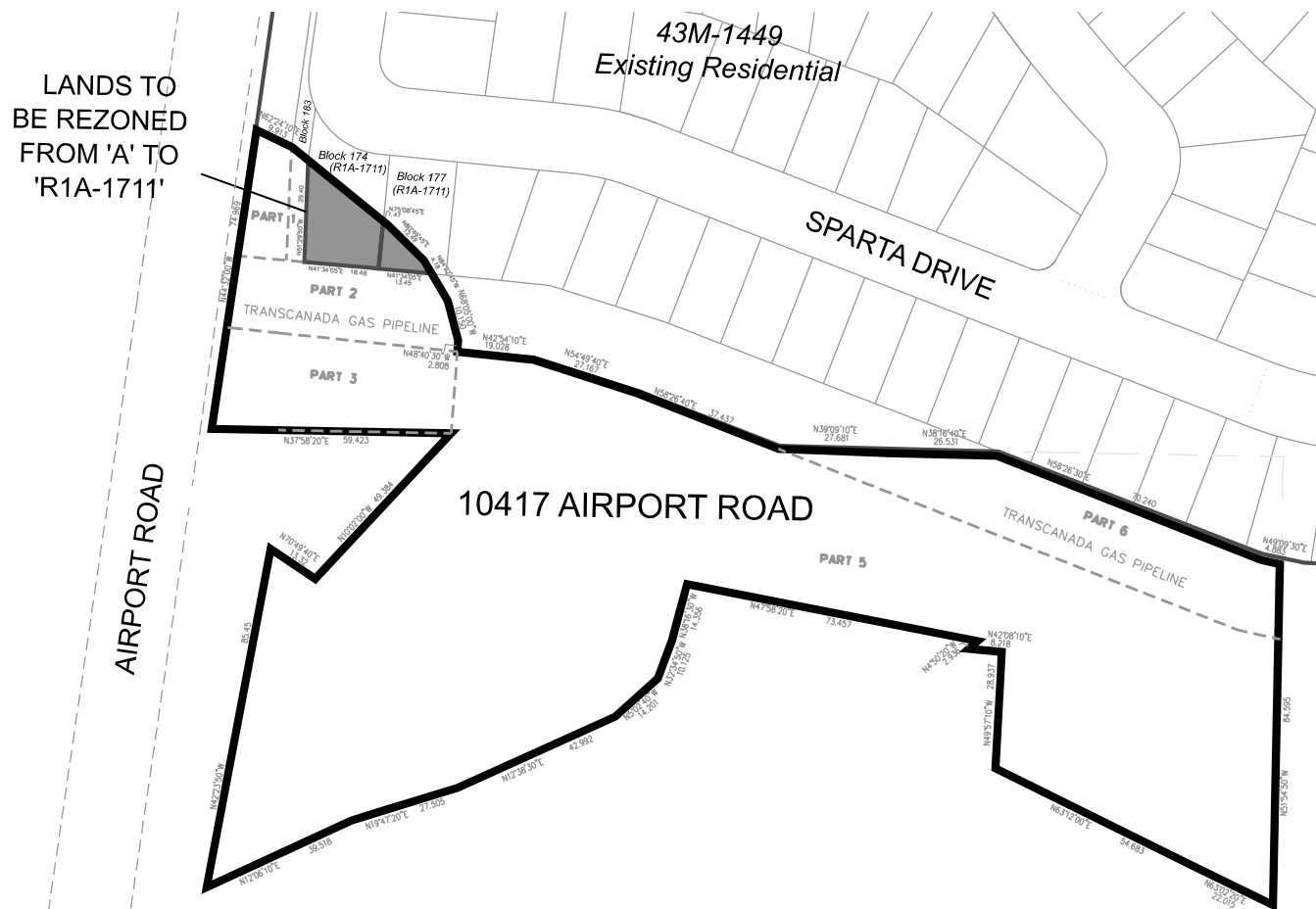
Approved by:

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Jason Schmidt-Shoukri, MPA OAA MCIP  
RPP  
Commissioner  
Planning, Building & Growth Management

**Attachments:**

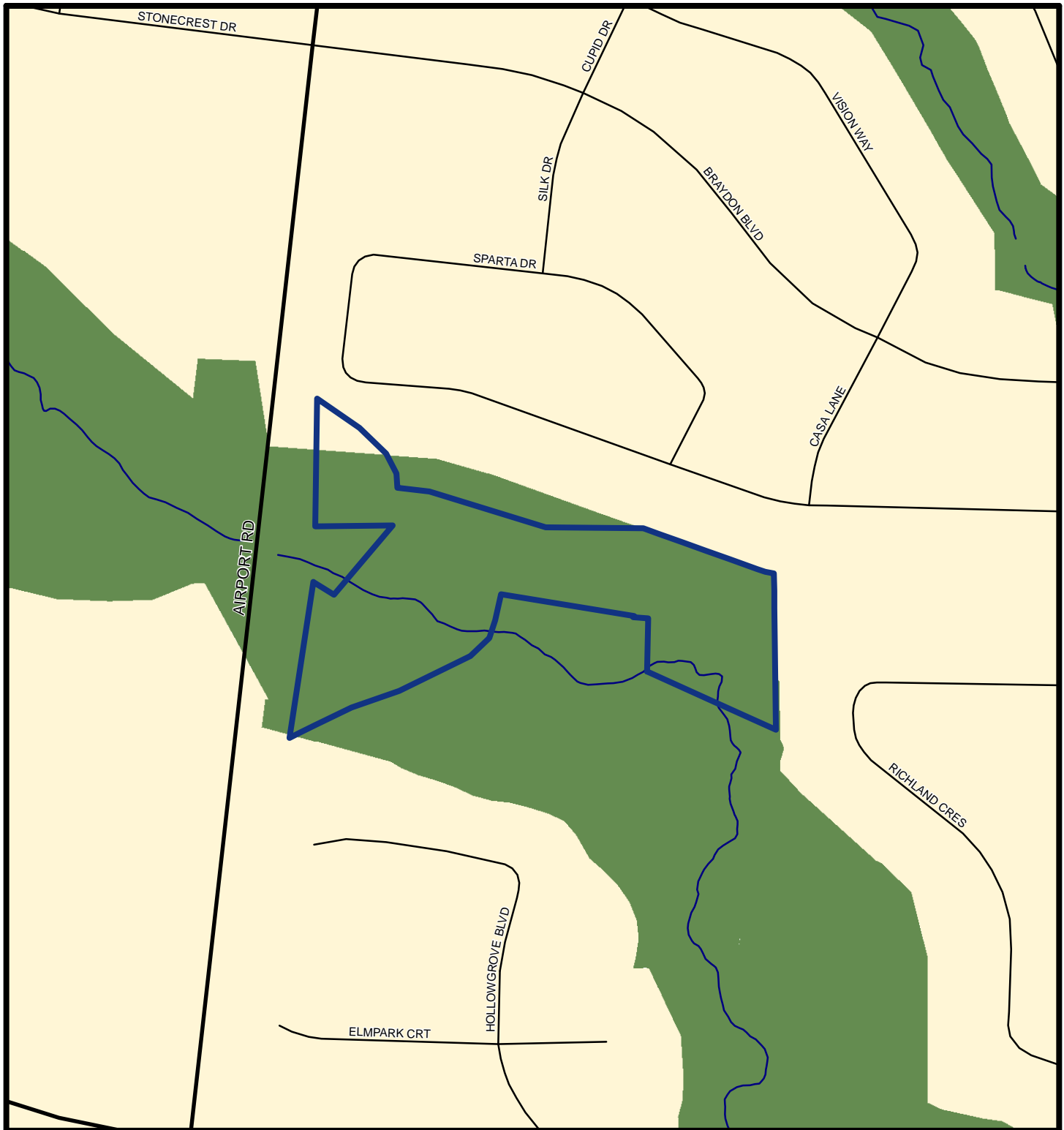
Appendix 1:	Concept Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning Designations
Appendix 6:	Aerial & Existing Land Use
Appendix 7:	Heritage Resources
Appendix 8:	Detailed Planning Analysis
Appendix 9:	Results of the Public Meeting
Appendix 10a:	Results of the Application Circulation (Public)
Appendix 10b:	Results of the Application Circulation (Internal)
Appendix 11:	Zoning By-law Amendment
Appendix 12:	Noise Abatement Commitment Letter





- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE



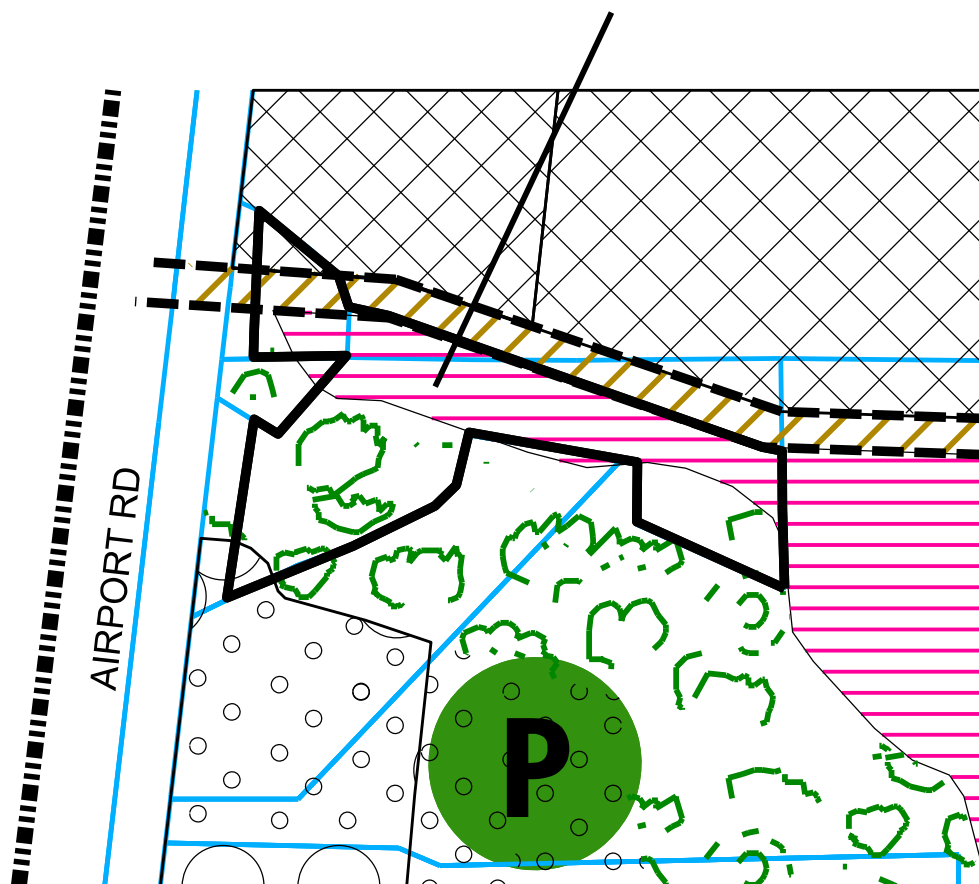


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSAPCE

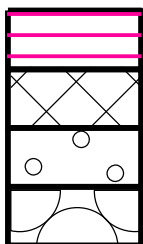


# SUBJECT LANDS



EXTRACT FROM SCHEDULE SP42(A) OF THE DOCUMENT KNOWN AS THE VALES OF CASTLEMORE SECONDARY PLAN

## RESIDENTIAL LANDS :



Low Density 1

Low Density 2

Low / Medium Density

Medium Density

## OPEN SPACE :



Valleyland



Parkette

## ROAD NETWORK :




Major Arterial

## UTILITIES :



TransCanada Gas Pipeline



 SUBJECT LAND
  COMMERCIAL
  OPEN SPACE  
 RESIDENTIAL
  AGRICULTURAL
  FLOODPLAIN



**BRAMPTON**  
Flower City

## PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



**APPENDIX 5  
ZONING DESIGNATIONS  
KORSIAK URBAN PLANNERS  
MATTAMY (CASTLEMORE) LTD.**

Author: ckovac  
Date: 2022/05/06










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CITY FILE: OZS-2022-0006



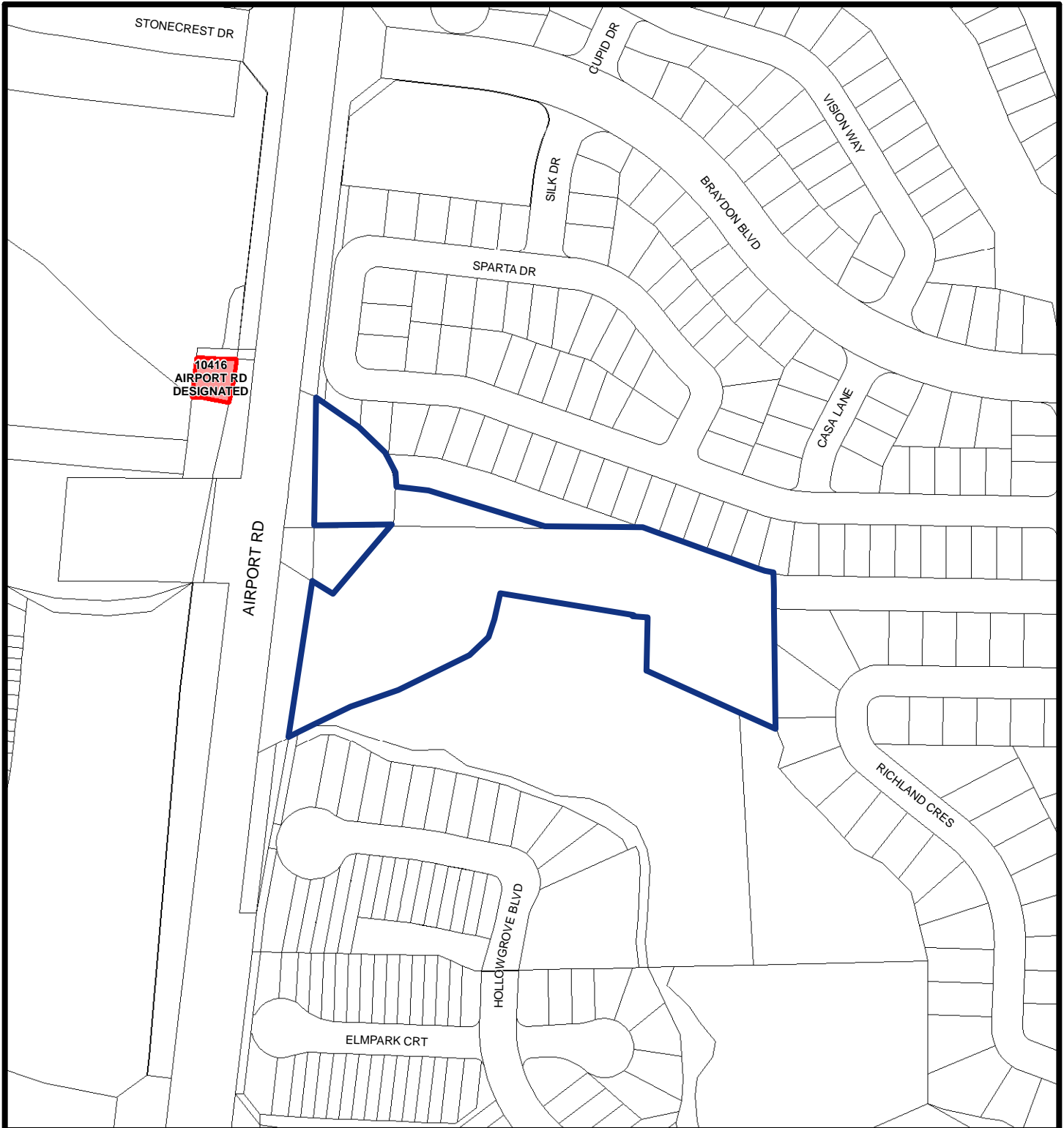






AERIAL PHOTO DATE: SPRING 2021

**Legend**

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- |  |              |   |                                 |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT   |  | HERITAGE PROPERTIES WITHIN 50M  |



### Detailed Planning Analysis

#### City File: OZS-2022-0006

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, the Brampton Official Plan, and the Vales of Castlemore Secondary Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

#### Planning Act R.S.O 1990

The application is in compliance with matters of provincial interest as identified in the *Planning Act* R.S.O. 1990 in terms of the following:

*Section 2(h) – the orderly development of safe and healthy communities;*

*Section 2(p) – the appropriate location of growth and development;*

*Section 2(q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,*

*Section 2(r) – the promotion of built form that,*

- (i) is well designed,*
- (ii) encourages a sense of place, and*
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

These sections of the *Planning Act* are guiding principles included in the Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and these will be described in the relevant sections below.

#### Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the PPS:

##### *1.1.1 Healthy, Liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*



- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and,*
- i) preparing for the regional and local impacts of a changing climate.*

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation; and*
- f) are transit-supportive, where transit is planned, exists or may be developed[.]*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

*1.1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) permitting and facilitating:*
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible.*

*3.1.3 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*

The subject lands are located within a 'Settlement Area' that is defined in provincial and municipal planning documents. The lands are designated as 'Residential' as per Schedule A (General Land Use Designation) and are located within the 'Communities' and 'Built Boundary Line' designation as shown on Schedule 1 (City Concept) within the City of Brampton Official Plan. The subject lands are also located adjacent to a 'Primary Transit Corridor' as identified in Schedule C (Transit Network).

The 'Residential' designation permits various residential dwelling types, ranging from single detached dwellings, townhouses and high rise apartments. The proposed development seeks to permit the development of two single lots, for the future development of two single detached homes. The housing typology represents an appropriate built form to ensure the proposed development is appropriately integrated with the existing community, and provides an efficient use of land and resources by locating in an existing subdivision in accordance with Policy 1.1.3.42.

The proposal also provides additional housing units in close proximity to existing transit networks in accordance with Policy 1.1.4.3. Through the use of zoning controls and urban design guidelines, the built form character of the proposed development will integrate into the existing neighbourhood and enhance the character and design of the site itself.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the PPS.

**2020 Growth Plan for the Greater Golden Horseshoe:**

The subject lands are within the “Built-Up Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposed development demonstrates conformity to the following sections of the Growth Plan:

*2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:*
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and*
  - iii. can support the achievement of complete communities;*
- b) growth will be limited in settlement areas that:*
  - i. are rural settlements;*
  - ii. are not serviced by existing or planned municipal water and wastewater systems; or*
  - iii. are in the Greenbelt Area;*
- c) within settlement areas, growth will be focused in:*
  - i. delineated built-up areas;*
  - ii. strategic growth areas;*
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. areas with existing or planned public service facilities;*
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands;*

*• 2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

- 2.2.2.3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - c) *encourage intensification generally throughout the delineated builtup area;*
  - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- 2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
  - a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents*
- 2.2.6.2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) *planning to achieve the minimum intensification and density targets in this Plan;*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
  - d) *planning to diversify their overall housing stock across the municipality.*
- 4.2.2.6. *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*
  - a) *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
  - b) *may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The site has access to existing infrastructure including municipal water and wastewater systems, and is directly serviced by existing transit provided by Brampton Transit at the intersection of Airport Road and Braydon Boulevard. Therefore, this proposed application satisfies section 2.2.1.2 c) of the Growth Plan.

The subject lands are located within the '*Built-up Area – Conceptual*' on Schedule 2 – A Place to Grow Concept of the Growth Plan. The proposed development presents an opportunity to permit gentle intensification on vacant lands within the delineated Built-Up Area in accordance with section 2.2.1.2.

The development is planned in accordance with section 2.2.1.2 e) by ensuring that the proposal is appropriately setback from the natural heritage system and floodplains to the south of the subject properties. In addition, there will be additional opportunities to register a second unit within the single detached dwellings, to further support housing choice and options in accordance with section 2.2.1.4.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment is conform to the Growth Plan.

### Regional Official Plan

The Region of Peel Official Plan (ROP) provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment and managing resources. The ROP also contains Growth Management policies which implements the intensification policies of the Growth Plan, and provides a basis for efficiently managing growth.

The subject application is within the “Urban System” and “Built-up Area” as established on Schedule D and D4 of the ROP, respectively. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The proposed Official Plan and Zoning By-law amendments implement by this proposal conforms to the following policies of the ROP:

#### 5.3 The Urban System

*5.3.1.2 To achieve sustainable development within the Urban System.*

*5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

*5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*

*5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

*5.3.1.6 To promote crime prevention and improvement in the quality of life.*

*5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*

*5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*

#### 5.5 Growth Management

*5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.*

*5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.*

#### *5.5.3 Intensification*

*5.5.3.2 Facilitate and promote intensification.*

#### 5.8 Housing



*5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

*5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.*

*5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

*5.8.2.6 Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

### 5.9 The Transportation System in Peel

*5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

*5.9.10.2.3 Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network.*

*5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.*

The proposed Zoning By-law Amendment will help achieve the objectives of the ROP by providing for gentle intensification on vacant lands within the “Built-up Area” in accordance with Policy 5.5.2.2.

The proposed development would promote walkability and the use of established transit services as the site is situated adjacent to a Primary Transit Corridor, and within 400 metres of a bus stop with access to existing Brampton Transit service. Based on the above, staff is satisfied that the proposed Zoning By-law amendment will help contribute to achieving complete communities and conforms to the ROP.

### **Official Plan:**

The City of Brampton’s Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the Official Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Official Plan incorporates upper level planning policies of the PPS, the Growth Plan, and the ROP.

The subject lands are designated ‘Residential’ on Schedule A (General Land Use Designations) of the Official Plan and are located within the ‘Communities’ and ‘Built Boundary Line’ designation as shown on Schedule 1 (City Concept) of the Official Plan. The subject lands are also located

adjacent to a 'Primary Transit Corridor' as identified on Schedule C (Transit Network). The proposed Zoning By-law amendment to be implement this proposal conforms to the following policies of the Official Plan:

**4.2 Residential**

*4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.*

*4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.*

*4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*

*4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.*

*4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*

- (i) Variety of housing types and architectural styles;*
- (ii) Siting and building setbacks;*
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at "T" intersections, and housing at parkettes;*
- (vi) Incorporation of multiple unit dwellings and apartments; and,*
- (vii) Landscaping and fencing on private property.*

*These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.*

*4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.*

The proposal will result in the development of a currently vacant and underutilized site that will utilize existing infrastructure, including public transit. The new residential dwellings would be subject to Council approved *Architectural Control Guidelines for Ground-Related Residential Development*, which provide design criteria to improve the quality of residential development and ensure consistent standards when it comes to entrances, porches, roofs, signs and lighting. The Architectural Control process established by the City will ensure that the proposed single detached dwellings are appropriately integrated into the existing subdivision. This will ensure that the two single lots are developed in accordance with Policy 4.2.1.14 of the Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the general intent of City of Brampton Official Plan.

### **Secondary Plan:**

The Vales of Castlemore Secondary Plan (Secondary Plan) provides an in-depth overview of the land uses patterns within the area and outlines the goals and objectives, and guides future development in the community. The property is designated “Low Density 2” in the Vales of Castlemore Secondary Plan (Area 4). The Secondary Plan sections that are applicable to this application include:

#### 3.1 Residential

• 3.1.1 *The various residential designations shown on Schedule SP42(a) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from single detached units to townhouse units. Complementary uses as set out in Part I, Section 4.1 of the Official Plan such as schools, places of worship, libraries, parks, community centres, health centres, day care centres, convenience retail and fire stations are also permitted in the various residential designations without further amendment to this Plan subject to Section 6.2.8, Chapter 42 or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.*

#### Housing Mix, Density and Plan Integration

• 3.1.3 *The density range for Secondary Plan Area 42 shall be 17 to 23 units per hectare (6.9 to 9.3 units per acre) of gross residential area.*

#### Low Density 2 Residential

• 3.1.24 *In areas designated Low Density 2 Residential on Schedule SP42(a), residential uses within the single family density range defined in Part I, section 5.0 of the Official Plan are permitted, subject to the policies of 3.1.2, 3.1.3, 3.1.7, 3.1.8, 3.1.26 and 3.1.27.*

• 3.1.25 *The density of the Low Density 2 Residential designation on Schedule SP42(a) shall not exceed 15 units per hectare (6.1 units per acre) of gross residential area. Minimum lot width in the Low Density 2 designation shall be 13.7 metres (45 feet).*

• 3.1.26 *Residential lots shall primarily be oriented toward and have access to the collector and local road system, to the greatest extent practicable.*

The proposed development aligns with the policies of the Secondary Plan by completing two single lots in an existing subdivision with access to an existing local road, and through intensification while maintaining the density limit of 15 units per hectare. The proposed housing typology of single detached units matches that of the surrounding neighbourhood and the dwelling typology identified for low density residential areas in the Official Plan. Furthermore, the lot widths for the proposed single lots exceeds the minimum lot width of 13.7 metres.

Staff is satisfied that the proposed Zoning By-law amendment aligns with the policies and requirements of the Secondary Plan.

### **Zoning By-law:**

The subject lands are currently zoned “Agricultural - A” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to permit the proposed development, and the Residential Single Detached A – Section 1711 (R1A-1711) zoning designation is being proposed. The proposed R1A-1711 zone appropriately regulates the built form of the residential dwellings by ensuring the minimum height, setback requirements, and overall built form of the dwellings aligns with those in the surrounding neighbourhood.

### **Technical Requirements:**

#### Planning Justification Report (Addendum)

The Planning Justification Report was prepared by Korsiak Urban Planning. to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the ROP, the Official Plan, and the Secondary Plan are satisfied in the proposed Zoning By-law Amendment.

#### Noise Feasibility Study (Acoustical Report)

A Noise Feasibility Study was prepared by Valcoustics Canada Ltd. to determine noise impacts on the proposed development. The results of the study indicates that the residential development is feasible. Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment.

#### Archaeological Assessment

A Stage 1 Archaeological Report prepared by Archaeological Services Inc. determined that there was potential for the for the presence of both Indigenous and Euro-Canadian archaeological resources on the subject property, but that the survival of any in situ archaeological resources was unlikely due to ground disturbances from previous developments. It was determined that and no further archaeological assessment of the site is warranted.

#### Environmental Site Assessment

A Phase One Environmental Site Assessment was completed by DS Consultants Ltd. to identify the presence of or absence of potentially contaminating activities. No issues of potential environmental concern were identified, and it was determined that no further environmental

investigations were needed. Environmental Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment.

### Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc. to prepare an inventory of the trees over 15 cm on the subject property and evaluate tree saving opportunities. The findings of the study indicate a total of 18 trees on and within ten metres of the proposed development. The removal of 14 trees is required to accommodate the proposed development or at the request of the City. The remaining trees can be saved provided appropriate tree protection measures are installed prior to development. City staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment.

**Date:** May 27, 2022  
**To:** Emma Demelo  
**From:** Reshma Fazlullah  
**Subject:** OPA/ZBA Subdivision Application Review – Part of 10417 Airport Road, Brampton  
**File:** OZS-2022-0006

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**Submission:**

- Phase One Environmental Site Assessment, Part of 10417 Airport Road, Brampton, Ontario, prepared by DS Consultants Ltd., dated February 08, 2021.

**Comments:**

Staff have reviewed the above-noted report in support of the severance of two parcels to create two residential lots (detached dwellings) on the subject property.

Staff agree the Phase One Environmental Site Assessment (ESA) was carried out in general accordance with Ontario Regulation 153/04, as amended and concur with the conclusion that no areas of potential environmental concern were identified at the property.

Given the preceding, staff provide clearance with respect to the ZBA/OPA, in support of the proposed severance/development.

**Note:** City of Brampton Building Department reserves the right to request additional environmental requirements in accordance with their policy and procedures. Prior to the issuance of a building permit the owner must file a RSC on the ESR, if the proposed development would otherwise be prohibited by the EPA as described under s.168.3.1 of EPA and Part IV, s. 14.1 of O. Reg. 153/04.

**Reshma Fazlullah**

Environmental Engineering | Environment and Development Engineering |  
T: 416.848.5350 | E: [reshma.fazlullah@brampton.ca](mailto:reshma.fazlullah@brampton.ca)

**COMMENTS & CONDITIONS MEMO**

**Date:** Jun 7, 2022

**File:** OZS-2022-0006

**To:** E.Demelo, Development Services Division

**From:** S.Massah, Park Planning & Development

**Subject:** **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**  
**Application to Amend the Zoning By-Law**  
**Updated** (To permit 2 single detached dwellings.)  
Conditions from the Park Planning & Development Section

**Consultant:** **KORSIAK URBAN PLANNING**

**Applicant:** **MATTAMY (CASTLEMORE) LIMITED**

**Location:** 10417 Airport Road  
Circulation Date: May 4, 2022  
Ward: 10

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In response to the Accela circulation of the above noted Amend the Zoning By-Law dated May 4, 2022, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

*Please note that this memo replaces our Comments & Conditions Memo dated May 12, 2021*

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**A. PRIOR TO BY-LAW APPROVAL****Hoarding of Natural Features**

1. *The Owner shall erect hoarding along the property boundary where the proposal abuts existing NHS lands specify natural heritage feature, and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.*

*N.B. The hoarding is to be supplied, erected and maintained in good condition by the Owner at their cost prior to the pre-servicing or any construction on the site and shall remain in place throughout all phases of the servicing and construction of the site.*

Plan Requirements for all Public Lands:

2. *The Owner shall provide detailed working drawings for all dedicated land including identified Natural Heritage (NHS) block(s) (including associated buffers), to the satisfaction of the applicable approving departments and in accordance with the latest City standards, and shall reference the design intent established through the Urban Design Brief.*

Tableland Tree Compensation:

3. *The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards outlined in the City's Tableland Tree Assessment Guidelines. Compensation plantings shall be provided by the Owner at no cost to the City.*

Warning Clauses:

4. *The Owner shall be required to advise potential purchasers that the abutting lands used for Natural Heritage Systems (NHS), NHS buffer may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton Planning, Building & Economic Development Department, at (905) 874-3448.*

**B. PRIOR TO SITE PLAN APPROVAL**

5. NIL

**C. PRIOR TO BUILDING PERMIT ISSUANCE**

Parkland Dedication:

1. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development.

**D. GENERAL COMMENTS**

1. NIL



If you have any questions or require further clarification with respect to these comments, please contact the undersigned.

---

Saghar Massah  
Park Planner, Park Planning & Development Section  
Parks Maintenance & Forestry Division  
Community Services Department  
[saghar.massah@brampton.ca](mailto:saghar.massah@brampton.ca)

cc. (via email only):  
J. Mete, R. da Cunha, W. Kuemmling, Z. Milligan, G. Serravite

*(Note: A digital copy has also been uploaded to Accela.)*

## **COMMENTS AND CONDITIONS MEMO**

Date: Friday, May 27th, 2022  
File: **OZS-2022-0006, 43M-1449**  
To: Emma Demelo  
From: Kanwal Aftab  
Subject: Requirement for Draft Plan Approval 43M-1449

Consultant: Korsiak Urban Planning

Owner: Mattamy (Castlemore) Limited (Harjinder & Viran Singh)

Location: 10417 Airport Road

Circulation Date: Monday, May 27th, 2022

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In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Urban Design Section with respect to matters dealing with urban design:

### **A. PRIOR TO DRAFT PLAN APPROVAL**

- N/A

### **B. CONDITIONS OF DRAFT PLAN APPROVAL**

- Please be advised that ground related residential developments are subject to architectural control compliance review process. As such, the following represents a summation of conditions from the Urban Design:

In accordance with the “Architectural Control Guidelines for Ground Related Residential Development”, Chapter 7 of the “Development Design Guidelines”, and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the following conditions shall be fulfilled:

1. Select an approved Control Architect from the short list of firms established by the

City;

2. That, the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City's expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants' attendance and their understanding of the entire process will be provided to the City;

3. That, the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;

4. To pay all associated fees to the City as per By-law 110-2010;

5. After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;

6. Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

### **C. GENERAL COMMENTS**

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues:

- N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Kanwal Aftab  
M.Arch, MLA  
Urban Designer  
Urban Design  
Planning, Building, & Economic Development Department  
City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2  
Tel: 905-874-2310 | E-Mail: [kanwal.aftab@Brampton.ca](mailto:kanwal.aftab@Brampton.ca)

June 16, 2022

**Public Works**

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

Emma De Melo  
Planner 1  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)

**RE:      Region of Peel Comments  
         Zoning By-Law Amendment Application  
         10417 Airport Road, City of Brampton  
         Korsiak Urban Planning  
         OZS-2022-0006  
         Regional File: RZ-22-006B**

Dear Ms. De Melo,

Region of Peel staff have reviewed the above noted Zoning By-Law Amendment Application proposing the Rezoning to facilitate the development of the subject lands for single detached dwellings (Agricultural to Residential) and have no objection to the Zoning By-Law Amendment Application.

If you have any questions or concerns, please contact me ([Herman.Wessels@peelregion.ca](mailto:Herman.Wessels@peelregion.ca) 905.791.7800 X4209) at your earliest convenience.

Yours truly,



Herman Wessels  
Intermediate Planner, Development Services  
Region of Peel



Authorized commenting Agency for



KITCHENER  
WOODBRIDGE  
LONDON  
KINGSTON  
BARRIE  
BURLINGTON

May 18, 2022

Emma De Melo, MSc  
Planner 1, Development Services  
Planning, Building and Economic Development

City of Brampton  
2 Wellington Street West  
Brampton, ON  
L6Y 4R2

Via email: [emma.demelo@brampton.ca](mailto:emma.demelo@brampton.ca)

Dear Emma De Melo:

**Re: Notice of Zoning By-law Amendment Application  
10417 Airport Road, City of Brampton**

Mattamy (Castlemore) Limited (Harjinder & Viran Singh)  
Your File: OZS-2022-0006  
Our File: PAR 44208

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MacNaughton Hermesen Britton Clarkson (MHBC) are the planning consultants for TransCanada PipeLines Limited (TCPL). This letter is in response to notification of the consent application outlined above. We understand that the purpose of this application is to rezone two parcels of land previously severed from 10417 Airport Road Applicant (B2021-0018/0019) from Agricultural to R1A-1711 to facilitate their addition to adjacent Blocks 174 and 177, 43M-1449 to create 2 full lots for residential purposes. TCPL has one high pressure natural gas pipeline contained within an easement (right-of-way) abutting the southern edge of the two parcels.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board. As such, certain activities must comply with the Canadian Energy Regulator Act (Act) and the National Energy Board Damage Prevention Regulations (Regulations). The Act and the Regulations noted can be accessed from the CER's website at [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca).

TCPL requests as a condition of approval that the landowner be required to enter into an agreement with TCPL and same be registered on title. The recommended wording for the condition is:

The conditions, restrictions or covenants specified by TransCanada PipeLines Limited (TCPL) shall be registered against title (by agreement) in relation to the "Lands" by way of application to register conditions, restrictions or covenants as applicable, pursuant to the Land Titles Act, or any amendments thereto.

The agreement set out in the recommended condition shall contain the following items:

1. Written consent from TCPL must be obtained before any of the following:
  - Constructing or installing a facility across, on, along or under a TCPL pipeline right-of-way (easement). A facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts and noise walls;
  - Conducting ground disturbance (excavation or digging) on TCPL's right-of-way or within 30 metres of the centreline of TCPL's pipeline (the "Prescribed Area");
  - Driving a vehicle, mobile equipment or machinery across a TCPL right-of-way outside the travelled portion of a highway or public road;
  - Using any explosives within 300 metres of TCPL's right-of-way; and
  - Use of TCPL's Prescribed Area for storage purposes.

How to apply for written consent:

- Determine the location of your work relative to TCPL's facilities.
    - When planning, and before any of the work or activities, listed above, can begin, a request for written consent must be submitted to TCPL through our online application form
    - We no longer accept applications through email
    - Location of the work is required, along with the proximity to TCPL's right-of-way
    - This information can be obtained through survey plans, or through a locate request
  - **Make a locate request** either online ([ClickBeforeYouDig.com](http://ClickBeforeYouDig.com)) or by calling your [local One-Call Centre](#).
    - The One-Call Centre will notify owners of buried utilities in your area, who will send representatives to mark these facilities with flags, paint or other marks, helping you avoid damaging them. Often written consent for minor activities can be obtained directly from a regional TCPL representative through a locate request.
  - **Apply for written consent** using TCPL's [online application form](#) or call [1-877-872-5177](tel:1-877-872-5177).
  - **Application assessment and consent.** Once your information has been assessed and potential impacts have been evaluated, TCPL may:
    - Grant consent without any conditions
    - Grant consent that requires certain conditions to be met to assure safety, or
    - Not grant consent
2. During any construction activities in proximity of the right-of-way, the owner must install and maintain temporary fencing along the limits of TCPL's right-of-way to prevent unauthorized access onto the pipeline right-of-way with heavy equipment. The fence must meet TCPL's specifications concerning type, height and location and must be maintained by the owner for the duration of construction.
  3. No buildings or structures shall be installed anywhere on TCPL's right-of-way. Permanent buildings and structures (i.e., an installation that cannot be moved without demolition; on piles, foundations, anchored and/or affixed to the ground) are to be located a minimum of 7 metres from the edge of

the right-of-way. Temporary or accessory structures (i.e., an installation that is not affixed to the ground) are to be located a minimum of 3 metres from the edge of the right-of-way.

4. A minimum setback of 7 metres from the nearest portion of a TCPL right-of-way shall also apply to any parking area or loading area, including any parking spaces, loading spaces, stacking spaces, bicycle parking spaces, and any associated drive aisle or driveway.
5. Storage of materials and/or equipment on TCPL's right-of-way is not permitted.
6. Any landscaping of TCPL's right-of-way is to be approved in writing by TCPL and done in accordance with TCPL's Landscaping Guidelines:
  - a. TCPL's Right-of-way is to be seeded with Canada #1 seed.
  - b. Grantee shall ensure a 5 metre continuous access way is maintained over, through and within the right-of-way to facilitate access for future pipeline operation and maintenance activities.
  - c. No portion of trees or shrubs at the time of maturity shall be permitted to encroach within 5 metres of the edge of the TCPL pipeline within the right-of-way.
  - d. No trees or shrubs at the time of maturity that will reach a height greater than 4 metres shall be planted within the right-of-way.
  - e. Tree roots must not interfere with the pipeline.
  - f. A minimum of 5 metres between all groups of trees/shrubs will be established. A group is defined as 3-5 trees/shrubs.
  - g. Irrigation systems are not permitted within TCPL's right-of-way.
7. In the event that TCPL's pipelines suffer contact damage or other damage as a result of an Owner's operations, work shall stop work immediately and TCPL shall be notified at once.
8. The Owner shall ensure through all contracts entered into, that all contractors and subcontractors are aware of and observe the foregoing terms and conditions.

Enclosed is a copy of TC Energy's Work Safely Handbook for additional information on constructing near TCPL's pipelines. Information can also be found on TC Energy's website:

<https://www.tcenergy.com/sustainability/landowners/>

Thank you for the opportunity to comment. Kindly forward a copy of the Decision of the Director of Planning and future Development Applications to [TCEnergy@mhbcplan.com](mailto:TCEnergy@mhbcplan.com). If you have any questions, please do not hesitate to contact our office.

Sincerely,



Kaitlin Webber,  
Planner

on behalf of TransCanada PipeLines Limited

May 16, 2022

Emma De Melo  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Ms. De Melo:

**Re: Notice of Application and Request for Comments  
Application to Amend the Zoning By-law  
Korsiak Urban Planning – Harjinder & Viran Singh  
Eastside of Airport Rd and north of Sandalwood Pkwy E  
File: OZS 2022-0006  
City of Brampton – Ward 10**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 2 detached dwellings which are anticipated to yield:

- 1 Junior Kindergarten to Grade 8 Students; and
- 0 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Holy Spirit	218	510	0
Secondary School	Cardinal Ambrozic	1518	1245	12

**The Board requests that the following condition be incorporated in the development agreement:**

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
  - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."



- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP  
Planner  
Dufferin-Peel Catholic District School Board  
(905) 890-0708, ext. 24407  
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

**Archived:** 2022/08/17 3:19:56 PM

**From:** [Municipal Planning](#)

**Sent:** 2022/05/12 4:01:17 PM

**To:** [Demelo, Emma](#)

**Subject:** [EXTERNAL]RE: [OZS-2022-0006] Notice of Application and Request for Comments: DUE MAY 25/2022

**Importance:** Normal

**Sensitivity:** None

---

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to [MunicipalPlanning@Enbridge.com](mailto:MunicipalPlanning@Enbridge.com).

Regards,

**Casey O'Neil** (she/her)

Sr Analyst Municipal Planning

**Engineering**

---

**ENBRIDGE**

TEL: 416-495-5180

500 Consumers Rd, North York, ON M2J1P8

[enbridge.com](http://enbridge.com)

**Safety. Integrity. Respect. Inclusion.**

May 19, 2022

Emma De Melo  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Emma:

**RE: Application to Amend the Zoning By-law  
OZS-2022-0006  
Catherine Mcewan – Harjinder & Viran Singh  
10417 Airport Road  
East side of Airport Road, south of Sparta Drive, north of Castlemore Road  
City of Brampton (Ward 10)**

The Peel District School Board has reviewed the above-noted application (2 single family detached lots) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
2	1

The students generated from this development will attend the following schools:

Public School	School Enrolment	School Capacity	Number of Occupied Portables
Treeline P.S. (Kindergarten to Grade 8)	696	923	0
Sandalwood Heights S.S. (Grade 9 to Grade 12)	1,012	1,482	1

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
  - a) “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board’s Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.”
  - b) “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region’s Bus Stop Assessment procedure and process (STOPR012).”

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at [nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com) or 905-890-1010, ext. 2217.

Yours Truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP  
Planner - Development  
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board  
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2022-0006 comment.doc

**BY EMAIL: Emma.Demelo@brampton.ca**

CFN 66406.03

Emma Demelo  
Planner  
Planning, Building and Economic Development  
City of Brampton  
2 Wellington Street West  
Brampton, ON  
L6Y 4R2

Dear Emma Demelo:

**Re: Official Plan Amendment Application – OZS 2022-0006  
10417 Airport Road  
Part Lot 13, Concession 7 N.D.  
City of Brampton  
Owner: Mattamy (Castlemore) Limited**

This letter acknowledges the receipt of the above noted applications circulated by the City of Brampton. The materials were received by Toronto and Region Conservation Authority (TRCA) on May 6, 2022 with additional materials uploaded after. TRCA staff has reviewed the above noted applications, and as per the “Living City Policies for Planning and Development within the Watersheds of the TRCA” (LCP), provides the following comments as part of TRCA’s commenting role under the *Planning Act*; the Authority’s delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2020); TRCA’s Regulatory Authority under Ontario Regulation 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and, our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

#### **Purpose of the Applications**

It is the understanding of TRCA that the intent of the above noted application is to re-zone portions of the subject lands to residential to facilitate their development as part of two existing adjacent blocks for single detached dwellings.

#### **Application Specific Comments**

TRCA staff have had the opportunity to review the submitted materials and are satisfied the proposed areas for conveyance are fully outside of TRCA’s Regulated Area and are sufficiently set back from the Natural System. As such, we have no objection to OZS-2022-0006 as currently proposed.

#### **Recommendation**

Based on the comments noted above, TRCA have no objection to the approval of OZS-2022-0006 subject to the following conditions:

- 1) Submission of TRCA’s required \$3,100.00 review fee.

**Fees**

By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a Zoning By-law Amendment – Minor review fee of \$3,100.00. The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible. [TRCA Development Planning Fee Schedule- June 2021.](#)

We trust these comments are of assistance. Should you have any questions, please contact me at 416-661-6600 extension 5272 or at [Anthony.Syhlonyk@trca.ca](mailto:Anthony.Syhlonyk@trca.ca).

Sincerely,

Anthony Syhlonyk

Planner

Development Planning and Permits | Development and Engineering Services



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2022

To amend the Comprehensive Zoning By-law 270-2004, as amended

**WHEREAS** Korsiak Urban Planning on behalf of Harjinder Singh and Viran Singh has submitted an application to amend the Zoning By-law to permit the completion of two single detached lots on lands described as Part of Lot 13, Concession 7, Northern Division (Geographic Township of Toronto Gore);

**WHEREAS** upon review of the foregoing, the Council of The Corporation of the City of Brampton has determined that the proposed amendment is desirable and appropriate for the use of the subject property; and

NOW THEREFORE the Council of The Corporation of the City of Brampton ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
- (1) by changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
Agricultural (A)	RESIDENTIAL SINGLE DETACHED A – SECTION 1711 (R1A – 1711)

ENACTED and PASSED this [enter date] day of [enter month], 2022.

Approved as to  
form.

20\_\_/\_/month/day

[insert name]

Patrick Brown, Mayor

Approved as to  
content.

20\_\_/\_/month/day

[insert name]

Peter Fay, City Clerk

**Results of the Public Meeting (June 20, 2022)**

**OZS-2022-0006**

**Members Present:**

Regional Councillor M. Medeiros - Wards 3 and 4

Regional Councillor P. Fortini - Wards 7 and 8

Regional Councillor R. Santos - Wards 1 and 5

Regional Councillor P. Vicente - Wards 1 and 5

City Councillor D. Whillans - Wards 2 and 6

Regional Councillor M. Palleschi - Wards 2 and 6

City Councillor J. Bowman - Wards 3 and 4

City Councillor H. Singh - Wards 9 and 10

Regional Councillor G. Dhillon - Wards 9 and 10

**Staff Present:**

Allan Parsons, Director, Development Services, Planning, Building and Economic Development

Rick Conard, Director, Building and Chief Building Official, Planning, Building and Economic Development

Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development

Gurdeep Kaur, Director, Strategic Projects, Planning, Building and Economic Development

Elizabeth Corazzola, Manager, Zoning and Sign By-law, Planning, Building and Economic Development

Steve Ganesh, Manager, Planning Building and Economic Development

Jeffrey Humble, Manager, Policy Planning

Andrew McNeill, Manager, Official Plan and Growth Management, Planning, Building and Economic Development

David Vanderberg, Manager, Planning Building and Economic Development



Claudia LaRota, Principal Planner/Supervisor, Planning, Building and Economic Development

Angelo Ambrico, Development Planner, Planning, Building and Economic Development

Emma De Melo, Development Planner, Planning, Building and Economic Development

Kelly Henderson, Development Planner, Planning, Building and Economic Development

Nitika Jagtiani, Development Planner, Planning, Building and Economic Development

Andrew VonHolt, Deputy Fire Chief, Fire and Emergency Services

Peter Fay, City Clerk

Charlotte Gravlev, Deputy City Clerk

Sonya Pacheco, Legislative Coordinator

The meeting was called to order at 7:07 p.m., recessed at 11:56 p.m., reconvened at 12:15 p.m. and adjourned at 1:18 a.m.

One member of the public had a pre-registered delegation for this meeting, and two members of the public provided written submission.

The following issues were raised by the Public through correspondence received for this application.

### **Conformity of New Residential Lots with the Existing Neighbourhood**

Comments were received from a delegate at the meeting regarding the design of the future single detached dwellings, and integration of the new lots with the existing neighbourhood on Sparta Drive.

#### ***Response:***

The future residential lots would be subject to the Custom Home Architectural Control Review process. Architectural Control Review and Approval for a new custom house is required prior to submitting a building permit application. Urban Design staff will review the submission to assist with the design of the house so that it can conform to Brampton's City-wide Development Design Guidelines. This will also ensure that the proposed new homes are sensitive to the design and architectural form of the houses in the existing subdivision.

**Noise Impacts from Airport Road**

A comment was received from a member of the public regarding the proximity of the proposed development to Airport Road, and suitability of the subject properties for residential development in consideration of noise from the Regional Road.

***Response:***

A Noise Feasibility Study was submitted with the proposal to incorporate mitigation measures into the proposed residential development. The Noise Report recommended mitigation measures that will be incorporated into the residential development. It was ultimately concluded through the report that a suitable acoustical environment can be provided for all occupants and the applicable Ministry of Environment, Conservation and Parks, Region of Peel and City of Brampton noise guideline requirements met. Furthermore, a Letter of Intent from Mattamy (Castlemore) Limited is included in the Appendix of this report to provide additional assurance that the noise measures recommended in the Valcoustics Canada Ltd 10417 Airport Rd Environmental Noise Feasibility Study dated April 6, 2022 and subsequent Addendum Letter #1 to Environmental Noise Feasibility Study dated September 16, 2022, will be installed on Block 174 and Block 177, and included in the future agreement of purchase and sale.

**Loss of Recreational Opportunities, Greenspace, and Sustainability**

Comments were received from the public regarding the use of the vacant land for recreational purposes, and the loss of recreational opportunities for the neighbourhood resulting from the completion of the two residential lots. Furthermore, concern was expressed regarding the sustainability of the proposed development and the impacts on permeability, in consideration of the adjacent floodplain south of the properties in the valleyland.

***Response:***

Parkland dedication and parkland payment requirements in accordance with the Planning Act were fulfilled through the original subdivision application under City File C07E13.003 to ensure that the growth of parklands coincides with residential development in the City. There are also lands designed for recreational use in close proximity to the subject properties, on the west side of Airport Road at Hockett Valley. The park at Hockett Valley contains recreational trail opportunities for residents of the surrounding neighbourhood. The park can be accessed by walking north on Airport Road, and crossing the signalized intersection at Airport Road towards Stonecrest Drive. The trails in Hockett Valley proceed west towards the west side of Mountainash Road into Beck Valley.

With regards to the sustainability of the proposed development, the proposed development does not encroach into the abutting valleylands to the south, and completes

two single lots within an existing neighbourhood with access to existing road infrastructure and municipal services. The completion of the residential lots in a typology that is reflective of the surrounding neighbourhood provides for a reasonable increase in residential development on lots not deemed to be environmentally sensitive. The valleylands to the south of the properties provide significant opportunity to manage and filter stormwater.

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## Mattamy (Castlemore) Limited

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To: **Emma De Melo, MSc**  
Planner 1, Development Services  
Planning, Building and Growth Management  
City of Brampton

From: **Tim Warner**  
Authorized Signing Officer  
Mattamy (Castlemore) Limited

Date: Friday Oct 28<sup>th</sup>, 2022

Re: **10417 Airport Road Rezoning file: OZS-2022-0006**

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Dear Emma,

As requested, please accept this letter as confirmation that warning clauses and minimum noise abatement measures, as outlined in Valcoustics Canada Ltd 10417 Airport Rd Environmental Noise Feasibility Study dated April 6, 2022 and subsequent Addendum Letter #1 to Environmental Noise Feasibility Study dated September 16, 2022, will be installed on Block 174 and Block 177, and included in the future agreement of purchase and sale.

Kindly Regards,



Tim Warner

-  
Authorized Signing Officer  
Mattamy (Castlemore) Limited

**Date:** 2022-11-09

**Subject: RECOMMENDATION REPORT**  
Application to Amend the Zoning By-law for a Temporary Period of Three (3) Years  
(A Temporary Use Zoning By-law Amendment to permit the outdoor storage of motor vehicles on the southern portion of the lands for a period of three (3) years)  
**SGL Planning and Design Inc. – ADESA Auctions Canada Corporation**  
'0' Queen Street East (no municipal address)  
North Side of Queen Street, West of Sun Pac Boulevard  
Ward: 8

**Contact: Andrew Ramsammy, Development Planner, Planning, Building and Growth Management, 905-874-3485**  
**Steve Ganesh, Manager, Planning, Building and Growth Management, 905-874-2089**

**Report Number:** Planning, Bld & Growth Mgt-2022-932

**Recommendations:**

1. **THAT** the report titled: **Recommendation Report**, Application to Amend the Zoning By-law for a Temporary Period of Three (3) Years, **SGL Planning and Design Inc. – Adesa Auctions Canada Corporation**, '0' Queen Street East (no municipal address), Ward 8 (2022-932 and File OZS-2022-0027), to the Planning and Development Committee Meeting of November 28, 2022, be received;
2. **THAT Temporary Zoning By-law Amendment application submitted by SGL Planning and Design Inc. on behalf of Adesa Auctions Canada Corporation**, Ward: 8, Files: OZS-2022-0027 and **2022-932, be approved**, on the basis that it is consistent with the Planning Act and the City's Official Plan for the reasons set out in the Planning Recommendation Report, dated November 9, 2022;
3. **THAT** the amendments to the Zoning By-law, generally in accordance with Appendix 7 to this report be adopted.

**Overview:**

- This report recommends approval of the application to amend the Zoning By-law for a temporary period of three (3) years to permit the outdoor storage of motor vehicles on the southern portion of the lot currently zoned Agricultural-2969.
- The property is designated “Business Corridor” and “Industrial” in the Official Plan and “Highway & Service Commercial” and “Prestige Employment” in the Airport Intermodal Secondary Plan (Area 4). In accordance with Section 5.10.2 of the Official Plan, a temporary use by-law does not require an amendment to the Official Plan provided that the use is temporary and utilizes existing or temporary buildings and structures and there is no significant alteration of the land to accommodate the use. An amendment to the Official Plan and Secondary Plan is not required.
- The property is zoned as “Agricultural-1499 (A-1499)” and “Agricultural-2969 (A-2969)” by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed temporary use.
- A Statutory Public Meeting was held on August 22<sup>nd</sup>, 2022. There were no delegations at the meeting and no written submissions were received. Details of the Statutory Public Meeting are included in Appendix 9 of this report.
- The proposed Temporary Use Zoning By-law amendment is consistent with the Planning Act and the City of Brampton Official Plan Temporary Use Policies.
- The proposal is consistent with the “2018-2022 Terms of Council Priorities” by supporting the “Well-Run City” theme.

**Background:**

This application was submitted by SGL Planning & Design Inc. on May 17th, 2022. This submission was reviewed for completeness and found to be complete on June 1st, 2022 in accordance with the Planning Act. A formal Notice of Complete Application was provided to the applicant on June 21st, 2022.

The subject lands have a history of approvals of a temporary nature for the outdoor storage of motor vehicles on the southern portion. The Committee of Adjustment approved minor variance application A14-117 on July 15, 2014 to permit the outdoor storage of motor vehicles on the property for a temporary period of five (5) years which

lapsed in August 2019. Subsequently, in December of 2019, application C07E06.038 was approved on a temporary basis of three (3) years .The approval was subject to the restriction that there shall be no outside storage other than motor vehicles (meaning no heavy equipment, oversized motor vehicles, trucks, trailers, cargo containers, etc.) and the outdoor storage of motor vehicles shall only be permitted until November 4, 2022. As a result of the expiring temporary Zoning By-law Amendment, this application to temporarily amend the Zoning By-law has been filed to permit the outdoor storage of motor vehicles for a temporary period of three (3) years.

### **Current Situation:**

#### Proposal:

The applicant has submitted an application to amend the Zoning By-law for a Temporary Period of three (3) years to permit the outdoor storage of motor vehicles on the southern portion of the lands.

#### Property Description and Surrounding Land Use:

The subject property has the following characteristics:

- Has no municipal address at this time, and is located on the north side of Queen Street, west of Sun Pac Boulevard, directly east of the CN Rail line;
- has a total site area of approximately 11.8 hectares, of which, approximately 2.68 hectares is proposed for the Temporary Use Zoning By-law Amendment;
- has a frontage of approximately 20.2 metres along Sun Pac Boulevard; and
- was used for outdoor storage of vehicles permitted on a temporary basis of three (3) years, as a result of application C07E06.038, which expired November 4th 2022.

The surrounding land uses are described as follows:

North:	Several one to two-storey industrial buildings with outdoor storage at the rear of the properties along Progress Court. Northeast property along Sun Pac Blvd is paved with outdoor storage;
South:	Beyond Queen Street are lands occupied by ADESA Auctions Canada Corporation's auction house and outdoor storage;
East:	Temporary outdoor storage abuts the parcel to the east. Beyond Sun Pac Blvd is vacant land; and

West: Canadian National Railway (CNR) rail track abuts the land to the west. Beyond the railway is a warehouse with outdoor storage at the north-east corner of Queen Street and Maritime Ontario Blvd.

#### Site Context:

The subject site is located along Queen Street East, which is a major arterial road and Primary Intensification Corridor in the City of Brampton. Queen Street East is a higher order transit corridor and is intended for intensive mixed-use development at higher densities supported by transit service. The subject property is also located within the draft Goreway 'Planned' Major Transit Station Area (MTSA) boundary along the Queen Street BRT. The temporary nature of the proposed Zoning By-law Amendment is significant in the review of the application, given the opportunity for redevelopment of the site once the proposed temporary permission expires.

City Staff and the applicant recognize the proposed temporary use is not an appropriate long term use for the subject land. The proposed temporary use of the subject land for a three (3) year period in accordance with the Planning Act will utilize the vacant employment land in the interim, until such a time the appropriate policy framework has been established for the Goreway 'Planned' MTSA. The applicant understands the location of the subject site in proximity to the draft Goreway 'Planned' MTSA boundary and has requested to be involved in the MTSA study as an interested party.

The applicant has also acknowledged the long term vision for Queen Street East and has agreed to work with staff towards a concept for a permanent development that aligns with the long term vision of Queen Street East while maintaining the viability of the business.

The applicant has submitted a Site Plan application, SPA-2022-0167, to facilitate a temporary access to the site from Sun Pac Boulevard. As part of the Site Plan review, screening options are being explored and will be implemented to reduce the visual impact of outdoor storage from Queen Street East.

#### **Summary of Recommendations**

This report recommends that Council approve the temporary Zoning By-law amendment attached hereto as Appendix 7.

#### Analysis

The proposed temporary Zoning By-law Amendment is consistent with the Temporary Use By-law policies outlined in Section 5.10 of the City's Official Plan and satisfies Section 39 of the Planning Act, which enables Temporary Use Zoning By-laws. The detailed analysis of these documents can be found in Appendix 8.

#### Community Engagement

The statutory public meeting for this application was advertised in the local newspaper, and the application was circulated to City Departments, commenting agencies, and to property owners within 240 metres of the subject lands by mailings, which exceeds the requirements of the Planning Act. A copy of department/agency comments are included



in Appendix 12 of this report. Notice signs were also placed on the subject lands to advise members of the public that an application to amend the Zoning By-law had been filed with the City. This report along with the complete application requirements, including studies have been posted to the City's website.

A Statutory Public Meeting for this application was held on August 22, 2022. Details of the Statutory Public Meeting are included in Appendix 9 of this report.

### **Corporate Implications:**

#### Financial Implications:

There are no financial implications associated with the temporary amendment to the Zoning By-law. All financial requirements (i.e. securities, Development Charges and Cash in Lieu of Parkland Requirements) will be provided for in the Conditions of Site Plan Approval for the Site Plan application SPA-2022-0167.

#### Other Implications:

There are no other corporate implications associated with this application.

### **Term of Council Priorities:**

This application is consistent with the 2019-2022 Term of Council, in particular "A Well-run City (Good Government)" priority. The previous Information Report and the associated public meeting contribute to compliance of this priority with respect to encouraging public participation by engaging the community.

### **Conclusion:**

The Development Services Division undertook a circulation of the application to ensure that all technical and financial matters have been satisfactorily addressed. Staff is satisfied with the temporary Zoning By-law Amendment application. The application is consistent with the Planning Act and the Temporary Use By-law policies of the City's Official Plan. Staff therefore recommend that the temporary Zoning By-law Amendment be approved.

Authored by:

Reviewed by:

---

Andrew Ramsammy  
Development Planner, Development  
Services  
Planning, Building and Growth  
Management

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning, Building and Growth Management

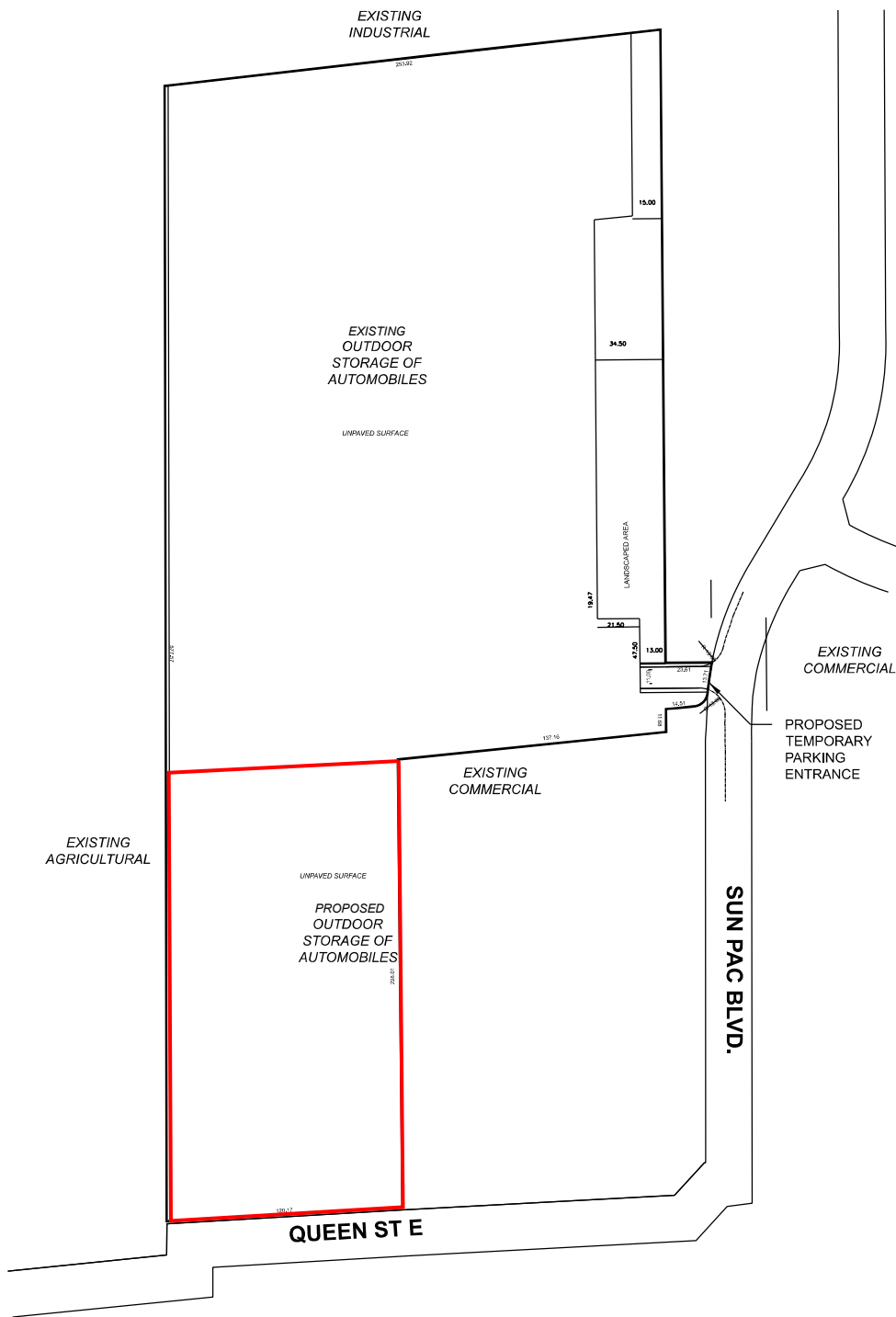
Approved by:

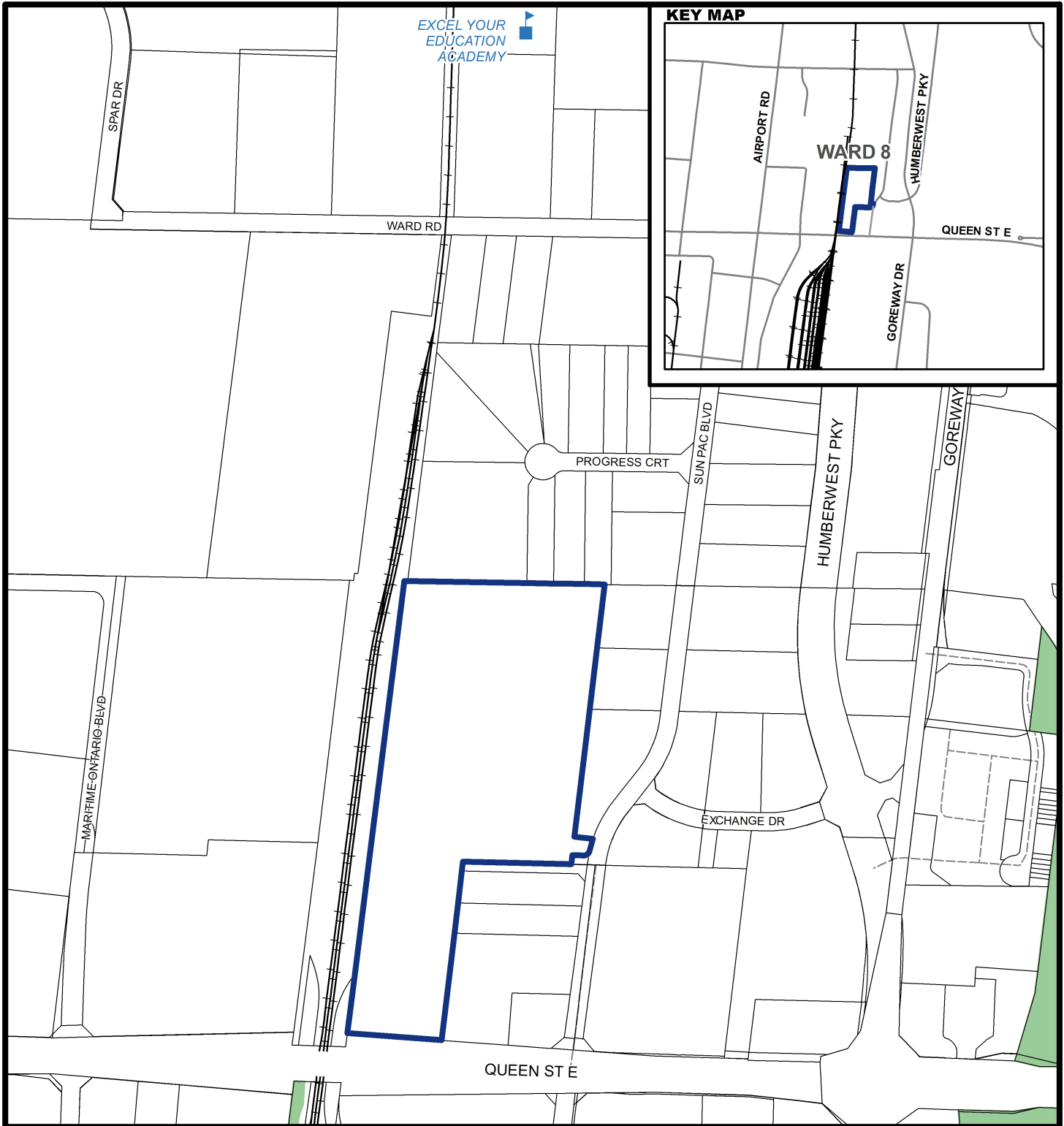
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Jason Schmidt-Shoukri, MPA, OAA, RPP,  
MCIP  
Commissioner  
Planning, Building and Growth  
Management

**Appendices:**

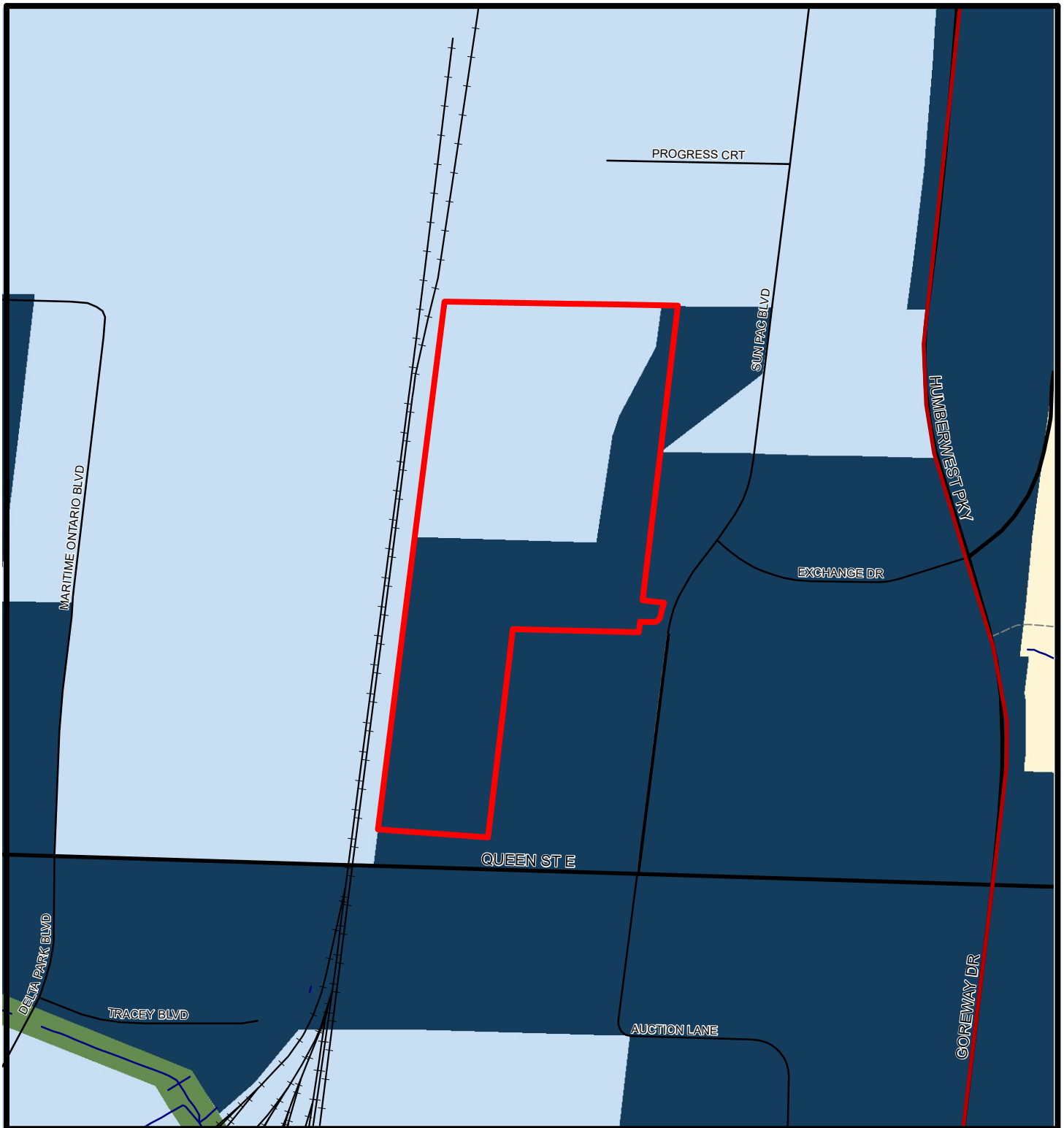
- Appendix 1 - Concept Plan
- Appendix 2 - Location Map
- Appendix 3 - Official Plan Designation
- Appendix 4 - Secondary Plan Designations
- Appendix 5 - Zoning Designations
- Appendix 6 – Existing Land Uses
- Appendix 7 - Temporary Zoning By-law Amendment
- Appendix 8 - Detailed Planning Analysis
- Appendix 9 - Public Meeting
- Appendix 10 - Results of Application Circulation





- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- RAILWAYS





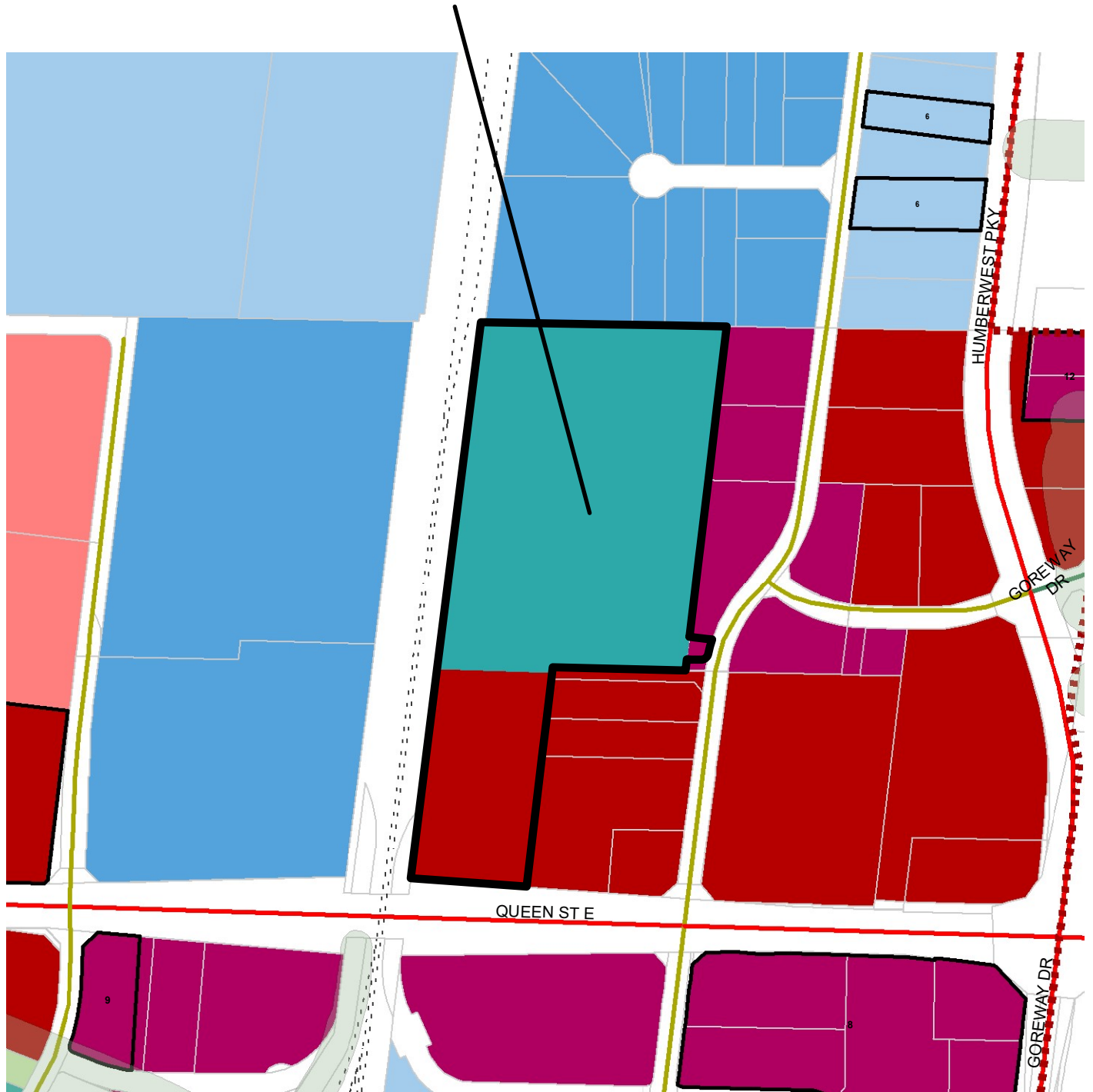
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- |  |                   |   |            |   |             |
|--|-------------------|---|------------|---|-------------|
|  | SUBJECT LAND      |  | INDUSTRIAL |  | RESIDENTIAL |
|  | BUSINESS CORRIDOR |  | OPENSOURCE |   |             |



# SUBJECT LANDS





## APPENDIX 4



EXTRACT FROM SCHEDULE SP4(A) OF THE DOCUMENT KNOWN AS THE AIRPORT INTERMODAL SECONDARY PLAN

COMMERCIAL	EMPLOYMENT	INSTITUTIONAL	ROADS	NATURAL HERITAGE SYSTEM
CONVENIENCE RETAIL	GENERAL EMPLOYMENT 1	SECONDARY SCHOOL	COLLECTOR ROAD	CEMETERY
DISTRICT RETAIL	GENERAL EMPLOYMENT 2	FIRE STATION	MAJOR ARTERIAL ROAD	FLOOD PLAIN
HIGHWAY & SERVICE COMMERCIAL	PRESTIGE EMPLOYMENT	PLACE OF WORSHIP	MINOR ARTERIAL ROAD	SPECIAL SITE AREA
HIGHWAY COMMERCIAL	MIXED EMPLOYMENT COMMERCIAL	L.B.P.I.A AREA	HIGHWAY	UTILITY
SERVICE COMMERCIAL	PARKWAY BELT WEST PLAN		RAILWAY	
	OFFICE CENTRE			



 SUBJECT LAND
  COMMERCIAL
  AGRICULTURAL  
 RESIDENTIAL
  INDUSTRIAL



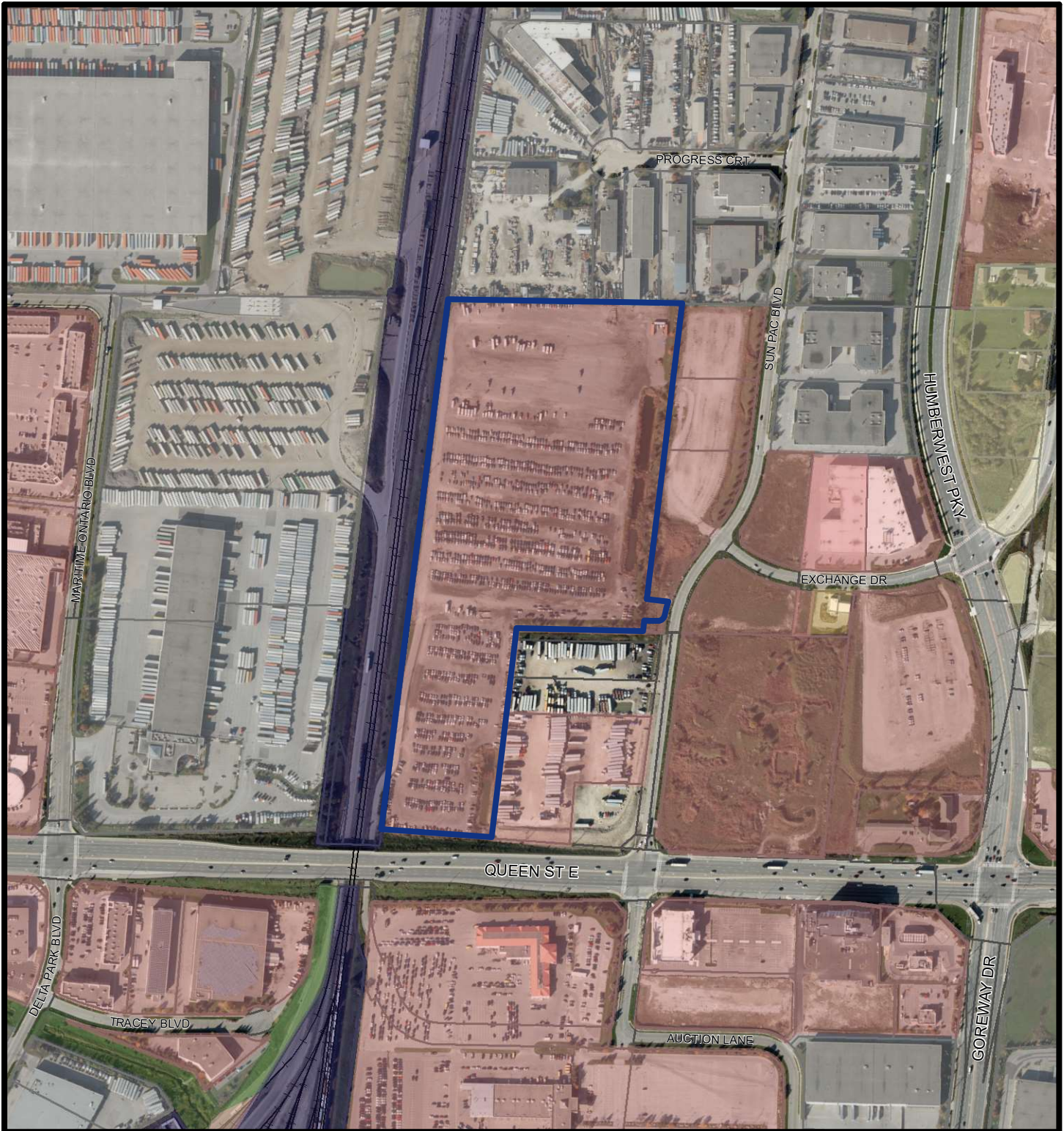
A horizontal scale bar with a black background. It has white markings at 0, 50, and 100. The word "Metres" is written in black below the bar.

Author: ckovac  
Date: 2022/07/25

**APPENDIX 5**  
**ZONING DESIGNATIONS**  
**SGL PLANNING AND DESIGN INC.**  
**ADESA AUCTIONS CANADA CORP.**










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CITY FILE: OZS-2022-0027





AERIAL PHOTO DATE: FALL 2021

**Legend**

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		







THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number \_\_\_\_\_ - 2022

To amend Comprehensive Zoning By-law 270-2004, as amended

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
- (1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
"AGRICULTURAL – SECTION 2969 (A-2969)"	"AGRICULTURAL – SECTION 3674 (A – 3674)"

- (2) By adding the following Sections:

- "3674           The lands designated A – 3674 on Schedule A to this by-law:
- 3674.1        Shall only be used for the following purposes:
- 1) The purposes permitted by the A zone; and
- 2) Outside storage of motor vehicles.
- 3674.2        Uses permitted under Section A – 3674.1 shall be subject to the following requirements and restrictions:
- (1) That there shall be no outside storage other than motor vehicles (meaning no heavy equipment, oversized motor vehicles, trucks, trailers, cargo containers, etc.); and
- (2) Outdoor storage of motor vehicles shall only be permitted until Friday November 28, 2025."



 SUBJECT LANDS  CITY LIMIT



BRAMPTON  
Flower City  
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



PART LOT 6, CONCESSION 7 N.D.

File: OZS-2022-0027\_ZBLA

Date: 2022/10/19 Drawn by: ckovac

BY-LAW \_\_\_\_\_ Page 119 of 166

SCHEDULE A

ENACTED and PASSED this [enter date] day of [enter month], 2022.

Approved as to  
form.

20\_\_/\_month/\_day

[insert name]

\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to  
content.

20\_\_/\_month/\_day

[insert name]

\_\_\_\_\_  
Peter Fay, City Clerk

**RESULTS OF APPLICATION CIRCULATION**

City File Number: OZS-2022-0027

### Consolidated Comment Report

**Date:** September 14, 2022

**File:** OZS-2022-0027

**Applicant/Owner:** Raymond Ziemba / Adesa Auctions Canada Corporation

**Location:** 0 Queen St E

**Proposal:** A Temporary Use Zoning By-law Amendment to permit the outdoor storage of motor vehicles on the southern portion of the lands

This report contains comments from the technical groups who have reviewed the proposal. Additional comments may be forthcoming pending the review of any revised drawings/reports/etc. The applicant/owner must address all of the comments by creating a "Comment Response Table" identifying how all comments have been addressed. In order to resubmit, please upload all revised drawings/reports/etc., and as a final step, upload the "Comment Response Table". If you have any questions or concerns, please contact the planner assigned to your file: Andrew Ramsammy, (905) 874-3485 or Andrew.Ramsammy@brampton.ca.

Development Review		Cleared Comments
Andrew Ramsammy - andrew.ramsammy@brampton.ca		
Final Comments	<p>Staff understand the applicant is applying for an extension to the temporary use zoning by-law to permit the outdoor storage of motor vehicles.</p> <p>The subject site is located within the draft Goreway Drive 'Planned' Major Transit Station Area (MTSA) boundary along the Queen Street BRT.</p> <p>The applicant is encouraged to work with Staff towards a future development that aligns with the vision for the Queen Street Corridor (Primary Intensification Corridor), which is meant to attract permanent uses that generate employment and are of high caliber design and support transit.</p> <p>As discussed at the meeting held on September 12<sup>th</sup>, 2022. The submission of a Landscape Plan is required prior to advancing the Recommendation Report and By-law to Planning and Development Committee. The Landscape Plan can be submitted to the associated Site Plan application (SPA-2022-0167)</p>	
Accessibility Review		Cleared
Shant Goswami - shant.goswami@brampton.ca		
Final Comments	No comments	
Building Review		Cleared

Anthony Magnone - anthony.magnone@brampton.ca	
<i>Final Comments</i>	no comments or concerns at this time
<b>Capital Works Review</b> <span style="float: right;"><b>Cleared</b></span>	
Ricardo Scattolon - ricardo.scattolon@brampton.ca	
<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the site plan may require further review.
<b>Development Engineering Review</b> <span style="float: right;"><b>Cleared</b></span>	
Olti Mertiri - olti.mertiri@brampton.ca	
<i>Final Comments</i>	No Comments
<b>Environmental Engineering Review</b> <span style="float: right;"><b>Cleared</b></span>	
Reshma Fazlullah - reshma.fazlullah@brampton.ca	
<i>Conditions - ESA</i>	N/A
<i>Conditions - FSR</i>	N/A
<i>Final Comments</i>	
<i>Final Comments - ESA</i>	No comment.
<i>Final Comments - FSR</i>	No comment
<b>Heritage Review</b> <span style="float: right;"><b>Cleared</b></span>	
Merissa Lompart - merissa.lompart@brampton.ca	
<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the site plan may require further review.
<b>Noise Review</b> <span style="float: right;"><b>Cleared</b></span>	
Daniel Tang - daniel.tang@brampton.ca	
<i>Final Comments</i>	No Noise Requirement
<b>Open Space Development Review</b> <span style="float: right;"><b>Cleared Comments</b></span>	
Corrie Daneliak - corrie.daneliak@brampton.ca	
<i>Final Comments</i>	<p>For site plan control stage:</p> <p>A three metre wide landscape buffer must be provided along all property lines to conform to the City's landscape guidelines.</p> <p>Include a separate landscape plan showing all proposed planting. The landscape plan must bear the signed Ontario Association of Landscape Architects (OALA) seal. Provide a dense mix of trees spaced 8-10 metres apart to adequately screen the site and to increase the urban tree canopy.</p>
<b>Peel Region Review</b> <span style="float: right;"><b>Cleared</b></span>	
Andrew Ramsammy - andrew.ramsammy@brampton.ca	
<i>Conditions</i>	No access be allowed from Queen Street
<i>Final Comments</i>	Clearance Letter attached for application documents
<b>Planning Environment Review</b> <span style="float: right;"><b>Cleared</b></span>	
Pam Cooper - pam.cooper@brampton.ca	
<i>Final Comments</i>	Environmental Planning has no comment as the site does not contain and is not adjacent to the Natural Heritage System
<b>Plumbing Review</b> <span style="float: right;"><b>Cleared</b></span>	

Anthony Magnone - anthony.magnone@brampton.ca

<i>Final Comments</i>	no comments or concerns at this time
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**Policy Review**

**Cleared**

Andrew Ramsammy - andrew.ramsammy@brampton.ca

<i>Final Comments</i>	<p>The property is designated "Employment", and along a "Primary Intensification Corridor" on Schedule 1 – City Concept; "Industrial" and "Business Corridor" on Schedule A – General Land Use Designations of the City of Brampton Official Plan.</p> <p>The property is designated "Highway &amp; Service Commercial" and "Prestige Employment" in the Airport Intermodal Secondary Plan (Area 4).</p> <p>The proposal will be evaluated against the Temporary Use By-law policies under section 5.10 of the City of Brampton Official Plan. Section 5.10.3 of the Official Plan states Temporary Use By-laws may be passed without the necessity of amending the Official Plan.</p> <p>The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the Planning Act, 1990, regarding the enactment and subsequent extensions to such by-laws shall apply (5.10.1)</p> <p>The City shall, in considering the enactment of a temporary use by-law, be satisfied that:</p> <ul style="list-style-type: none"> <li>- The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;</li> <li>- The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;</li> <li>- The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;</li> <li>- Adequate provision will be made for off-street parking and loading facilities; and,</li> <li>- The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.</li> </ul> <p>Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use</p> <p>An amendment to the Official Plan and Secondary Plan is not required.</p> <p>Additional Policy comments relating to the MTSA Area has been uploaded to the documents tab.</p>
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**Sign Review**

**Cleared**

Ross Campbell - ross.campbell@brampton.ca

<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the proposal may require further review.
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**Traffic Services Review**

**Cleared**

Adam Davidson - adam.davidson@brampton.ca

<i>Final Comments</i>	No Comment
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**Transit Review**

**Cleared Conditions of Draft Plan Approval**

Michelle Lui - michelle.lui@brampton.ca



<i>Conditions</i>	The temporary use zoning by-law for 3 year period as requested by the Applicant could be granted with the condition that the Queen St right-of-way as identified in the Region of Peel OP, Schedule F could be requested at any time as part of the TPAP process.
<i>Final Comments</i>	<p><b>Comments from Michelle Lui, Planning Coordinator:</b></p> <p>Brampton Transit has reviewed the referenced Application and we have no comments from a transit service planning perspective.</p> <p><b>Comments from Kumar Ranjan, Manager, Higher Order Transit:</b></p> <p>Note that Queen St is identified as BRT corridor and the right-of-way needs to be protected. Currently Metrolinx is carrying out the Transit Project Assessment Process (TPAP) to develop the preliminary design for the Queen St – Hwy 7 BRT. The temporary use zoning by-law for 3 year period as requested by the Applicant could be granted with the condition that the Queen St right-of-way as identified in the Region of Peel OP, Schedule F could be requested at any time as part of the TPAP process.</p>
<b>Urban Design Review</b> <span style="float: right;"><b>Cleared Conditions of Draft Plan Approval</b></span> Andy Huang - andy.huang@brampton.ca	
<i>Conditions</i>	Provide generous landscape elements around the property to provide screenings for the outdoor vehicle storage areas from the public realms.
<b>Zoning Review</b> <span style="float: right;"><b>Cleared</b></span> Elizabeth Corazzola - elizabeth.corazzola@brampton.ca	
<i>Final Comments</i>	No comments on the proposed land use. Please note that the draft Zoning By-law amendment is not in the form of a Temporary Use By-law. As drafted, the by-law anticipates a change to the existing zone. Please ensure that the draft amendment is formatted as a Temporary Use By-law, rather than an amendment to the existing zone designation if that is the intent of the proposal.

**To:** Andrew Ramsammy, Development Planner

**From:** Jeff Hignett, Policy Planner

**Date:** 27 July 2022

**File:** OZS-2022-0027

**Subject:** ***Policy Planning Comments***  
Temporary Use Zoning By-law Amendment Application  
To permit the outdoor storage of motor vehicles on the southern  
portion of the lands 3455 Queen Street East  
Ward: 8

---

Policy Planning staff have reviewed the proposed Temporary Use Zoning By-law Amendment application OZS-2022-0027. The following preliminary comments are provided on the development proposal as it relates to Brampton's Major Transit Station Areas (MTSAs) and Inclusionary Zoning (IZ).

1. The subject site is located within the draft Goreway Drive 'Planned' Major Transit Station Area (MTSA) boundary along the Queen Street BRT. Development within the Goreway MTSA is expected to include a diverse mix of uses to support existing and planned transit service levels.
2. The subject site is on the Queen Street Primary Corridor, along the proposed Queen Street BRT. Corridors serve an important role as the primary location for most intensive and greatest mix of development and are the focal point for the highest densities and mix of uses in Brampton.

### *Background*

As part of the Peel 2041 Official Plan and Municipal Comprehensive Review, the Region is developing a strategy and policies to guide how growth is accommodated within MTSAs across the Region of Peel. As part of this process, the Region will delineate the boundaries of the Primary MTSAs, establish density targets and general policies that will guide the development of an as-of-right policy framework for the local municipalities to facilitate transit-supportive development in areas with existing or planned transit.

Five (5) "Primary" MTSAs have been selected located along Brampton's Priority Transit Corridors (Kitchener GO line and Hurontario/Main Street) and eight (8) stations along the Queen Street Corridor to be designated as "Primary" in the Peel 2051 draft Municipal Comprehensive Review (MCR) Regional Official Plan Amendment (ROPA). For these 13 stations, which the Planning Act defines as "Protected" MTSAs, Brampton will have up to one year from the date of

adoption (by July 1, 2022) of the Peel 2051 MCR ROPA to identify the permitted land uses and minimum densities in the City's Official Plan and/or Secondary Plan. The remaining 10 MTSA, including the Goreway MTSA, require additional planning and technical analysis before the boundaries and density targets can be confirmed.

The Region of Peel's draft MCR ROPA MTSA policies acknowledge that local municipalities will be reviewing proposed developments within a MTSA prior to that municipality establishing local MTSA policies and that those proposed developments shall be reviewed in consideration to the objectives of the Region's Official Plan. Below is the draft ROPA MTSA policy:

*Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule Y7 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:*

- a) Demonstrates how the development will contribute to transit supportive densities that recognizes the character and scale of the surrounding community;*
- b) Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop;*
- c) Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development;*
- d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods;*
- e) Considers the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
- f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and*
- g) Supports high quality public realm improvements to enhance the Major Transit Station Area*

Any development application submitted within a MTSA shall justify how the proposed development conforms with the Region's Official Plan MTSA policies.

### *Brampton's MTSA Framework*

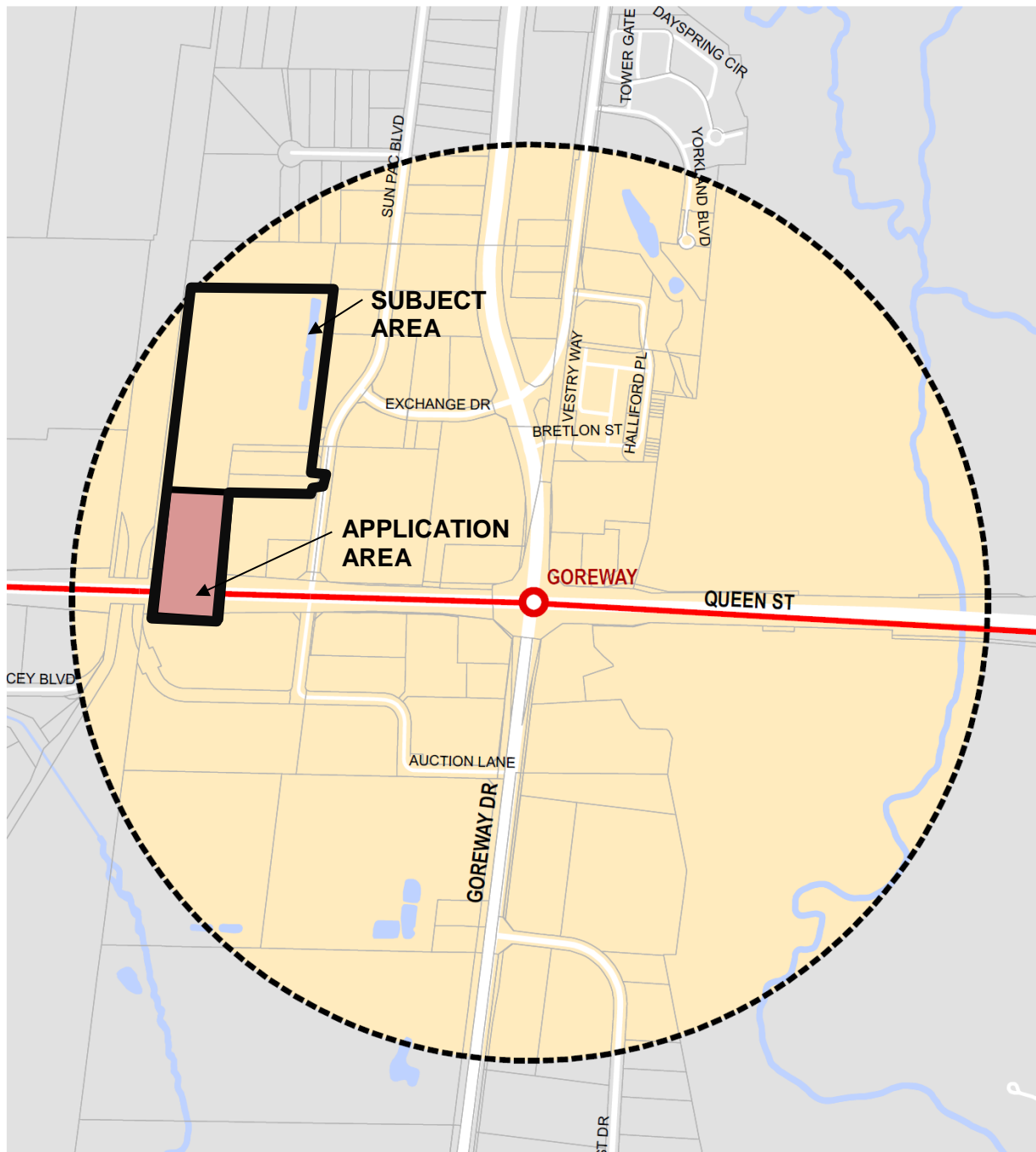
Policy Planning staff are currently developing a comprehensive policy and regulatory framework to strategically guide future growth and investment for Brampton's MTSA's to 2051 and beyond, as defined in the proposed MCR ROPA. Brampton's MTSA framework



will enable the City to develop a clear vision and the required planning tools for the future of each of its MTSAs. The goal is to support the achievement of complete communities through a compact built form and mix of land uses that are planned and designed to be walkable and transit-supportive.

Following the adoption of the Official Plan Amendment(s) for the “Primary” designated MTSAs, Brampton staff will prepare site-specific Zoning By-law Amendments and Urban Design Guidelines for all lands within the “Primary” designated MTSAs.

Queen Street is identified as a Primary Transit Corridor in the Growth Plan, recognizing the importance of this street as an intensification corridor where a significant amount of mixed-use higher density development is envisioned to support the future Queen Street Bus Rapid Transit.

0, or 3455 Queen Street E is located within the draft delineated Goreway Planned MTSA boundary. As part of the Region’s MCR ROPA, a minimum density target of 160 people and jobs per hectare will be required for Primary and Secondary MTSAs, should Goreway MTSA be delineated and upgraded.



-  MTSA Boundary
-  Queen Street BRT



Comments

The proposed application is in support of a Temporary Use Zoning By-Law Amendment for the southern portion of the Subject Site. The entirety of the Application Site is within the Goreway MTSA.

Policy staff do not have an objection to this application as a Temporary Zoning By-law Amendment, however it is noted that this use is not consistent with the objectives of an MTSA, most specifically for lands with frontage on Queen Street. Industrial uses are permitted as of right in some Planned MTSAs. The table of nearby development applications in the Planning Justification Report does not show several more recent applications that propose a mix of uses and density more typical of an MTSA including:

- OZS-2021-0015 – two mixed use, 18 storey towers, 629 units, 1,050 sq m retail.
- SPA-2021-0250220 – 7 storey office building
- Several Pre-Submission Applications proposing mixed residential commercial/office, totaling 1,750 residential units, 8,200 sq m commercial

It is recommended that:

1. The applicant should acknowledge this not an appropriate use over the medium-to-long term once the Goreway MTSA is fully planned, so this proposed use of is understood to be temporary.
2. The applicant consider how appropriate and/or incompatible this use is in the MTSA context.
3. The proposed and any future development shall be designed to support Transit-Oriented Development in consistent with Transit-Oriented Development Guideline and direct shared pedestrian and cycling connections be developed from the proposed development to Queen Street.
4. The processing and approval of subsequent related applications should be coordinated through the development of policy framework for MTSA process.

These are not conditions of approval, as noted, Policy staff does not object to this application.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



---

Jeff Hignett  
Policy Planner, Policy Planning  
Planning, Building and Economic Development Department  
Tel: (905) 874-2073  
[jeffery.hignett@brampton.ca](mailto:jeffery.hignett@brampton.ca)

cc: Claudia LaRota, Principal Planner/Supervisor, Policy

July 15, 2022

Andrew Ramsammy  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Andrew.Ramsammy@brampton.ca](mailto:Andrew.Ramsammy@brampton.ca)

## Public Works

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

**RE:      Region of Peel Comments**  
**Proposed Temporary Use Zoning By-law Amendment**  
**0 Queen Street East, City of Brampton**  
**OZS-2022-0027**  
**Regional File: RZ-22-027B**

Dear Mr. Ramsammy,

Region of Peel staff have reviewed the above noted Temporary Use Zoning By-law Amendment application to renew a previous 3-year temporary use for a further 3 years (to the maximum permitted) to allow for the continued storage of vehicles. We have no comments subject to the condition that no access will be allowed from Queen Street.

If you have any questions or concerns, please contact me ([Herman.Wessels@peelregion.ca](mailto:Herman.Wessels@peelregion.ca) 905.791.7800 X4209) at your earliest convenience.

Yours truly,



Herman Wessels  
Intermediate Planner, Development Services  
Region of Peel

## Ramsammy, Andrew

---

**From:** Saadia Jamil <Saadia.Jamil@cn.ca> on behalf of Proximity <proximity@cn.ca>  
**Sent:** 2022/06/14 10:48 AM  
**To:** Trdoslavic, Shawntelle  
**Cc:** Ramsammy, Andrew  
**Subject:** [EXTERNAL]2022-06-14\_CN Comments\_0 Queen Street East, Brampton

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Hi Andrew,

It is noted that the subject site is located more than 1000m from the rail yard in proximity. CN does not have any comments on the proposed development.

Thanks,

**Saadia Jamil**

Planner (CN Proximity)  
Planning, Landscape Architecture and Urban Design  
Urbanisme, architecture de paysage et design urbain



E : [proximity@cn.ca](mailto:proximity@cn.ca)  
1600, René-Lévesque Ouest, 11e étage  
Montréal (Québec)  
H3H 1P9 CANADA  
[wsp.com](http://wsp.com)

---

**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Tuesday, June 07, 2022 1:33 PM  
**To:** planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Proximity <proximity@cn.ca>; landuse.planning@gtaa.com  
**Cc:** Ramsammy, Andrew <Andrew.Ramsammy@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>  
**Subject:** [OZS-2022-0027] Notice of Application and Request for Comments: DUE JUN 24/2022

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Good Afternoon,



Please find attached the **Notice of Application and Request for Comments**. An application for **0 Queen Street East** with an assigned file number of **OZS-2022-0027** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Andrew Ramsammy by **June 24, 2022**

If you have any concerns please contact Andrew at [Andrew.Ramsammy@brampton.ca](mailto:Andrew.Ramsammy@brampton.ca)

*Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.*

#### **How to Access Applicant Submitted Documents**

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

**Shawntelle Trdoslavic**

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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## Ramsammy, Andrew

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**From:** Hanson, Nicole <nicole.hanson@peelsb.com>  
**Sent:** 2022/06/09 9:11 AM  
**To:** Ramsammy, Andrew  
**Cc:** Koops, Krystina  
**Subject:** Fw: [EXTERNAL] [OZS-2022-0027] Notice of Application and Request for Comments: DUE JUN 24/2022

Dear Andrew,

The Peel District School Board has reviewed the above noted application. Based on the Board's School Accommodation Criteria, the Board has no comment as this application is for non-residential, and no students are anticipated or will be impacted.

Respectfully,

*Nicole Natalie Hanson* |  
H.B.A.(D.Mjr), MES(PI), RPP, MCIP  
Development Planner  
Planning and Accommodation Support Services  
Peel District School Board  
a: 5650 Hurontario Street, Mississauga  
t: 905-890-1010 ext. 2217  
e: [nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com)

*We acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa Peoples. The land is home to Metis and most recently, the territory of the Mississauga's of the Credit First Nation who are direct descendants of the Mississauga's of the Credit.*

---

**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** June 7, 2022 1:33 PM  
**To:** [planninginfo@peelregion.ca](mailto:planninginfo@peelregion.ca) <[planninginfo@peelregion.ca](mailto:planninginfo@peelregion.ca)>; Hardcastle, John <[john.hardcastle@peelregion.ca](mailto:john.hardcastle@peelregion.ca)>; Megan.Meldrum@peelregion.ca <[Megan.Meldrum@peelregion.ca](mailto:Megan.Meldrum@peelregion.ca)>; Homagain, Abiral <[abiral.homagain@peelregion.ca](mailto:abiral.homagain@peelregion.ca)>; Olive-Thomas, Cathy-Ann <[cathyann.olivethomas@peelregion.ca](mailto:cathyann.olivethomas@peelregion.ca)>; Cox, Stephanie <[Stephanie.Cox@dpcdsb.org](mailto:Stephanie.Cox@dpcdsb.org)>; Koops, Krystina <[krystina.koops@dpcdsb.org](mailto:krystina.koops@dpcdsb.org)>; Blakeman, Suzanne <[suzanne.blakeman@peelsb.com](mailto:suzanne.blakeman@peelsb.com)>; Hanson, Nicole <[nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com)>; [proximity@cn.ca](mailto:proximity@cn.ca) <[proximity@cn.ca](mailto:proximity@cn.ca)>; [landuse.planning@gtaa.com](mailto:landuse.planning@gtaa.com) <[landuse.planning@gtaa.com](mailto:landuse.planning@gtaa.com)>  
**Cc:** Ramsammy, Andrew <[Andrew.Ramsammy@brampton.ca](mailto:Andrew.Ramsammy@brampton.ca)>; BramPlanOnline\_Automated <[SVC\\_AccelaEmail.SVC\\_AccelaEmail@brampton.ca](mailto:SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca)>  
**Subject:** [EXTERNAL] [OZS-2022-0027] Notice of Application and Request for Comments: DUE JUN 24/2022

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Good Afternoon,

Please find attached the **Notice of Application and Request for Comments**. An application for **0 Queen Street East** with an assigned file number of **OZS-2022-0027** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Andrew Ramsammy by **June 24, 2022**

If you have any concerns please contact Andrew at [Andrew.Ramsammy@brampton.ca](mailto:Andrew.Ramsammy@brampton.ca)

*Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.*

#### **How to Access Applicant Submitted Documents**

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

***Shawntelle Trdoslavic***

**Development Services Clerk**

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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## Ramsammy, Andrew

---

**From:** Koops, Krystina <Krystina.Koops@dpcdsb.org>  
**Sent:** 2022/06/13 9:18 AM  
**To:** Ramsammy, Andrew  
**Cc:** Hanson, Nicole  
**Subject:** [EXTERNAL]Comments OZS 2022-0027

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**RE: Proposed Temporary Use Zoning By-law Amendment  
West of Sun Pac Blvd, north of Queen St E  
OZS 2022-0027**

The Dufferin-Peel Catholic District School Board has reviewed the above-noted application and since the proposed development is for outdoor storage of motor vehicles, no students are anticipated from this development.

The Board has no comments or objection to the further processing of this application.

Regards,

---

### Krystina Koops, MCIP, RPP

Planner - Planning Department  
Dufferin-Peel Catholic District School Board  
40 Matheson Boulevard West, Mississauga ON L5R 1C5  
Tel: 905-890-0708 ext. 24407 | Email: [krystina.koops@dpcdsb.org](mailto:krystina.koops@dpcdsb.org)  
Website: [www.dpcdsb.org](http://www.dpcdsb.org) | Twitter: [@DPCDSBSchools](https://twitter.com/DPCDSBSchools) | Instagram: [@DPCDSB.Schools](https://www.instagram.com/DPCDSB.Schools)  
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**Detailed Planning Analysis**  
City File Number: OZS-2022-0027

**Planning Act:**

This application is consistent with the temporary use provisions of the Planning Act in terms of:

- *Section 39 (1) - The council of a local municipality may, in a by-law passed under section 34, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law.*
- *Section 39 (2) - A by-law authorizing a temporary use under subsection (1) shall define the area to which it applies and specify the period of time for which the authorization shall be in effect, which shall not exceed three years from the day of the passing of the by-law.*
- *Section 39 (3) - Despite subsection (2), the council may by by-law grant further periods of not more than three years each during which the temporary use is authorized.*

The application fulfills the requirements of this section. The proposed by-law to permit an extension of the temporary use is limited to a three (3) year period.

**Official Plan:**

The property is designated “Employment”, and along a “Primary Intensification Corridor” on Schedule 1 – City Concept; “Industrial” and “Business Corridor” on Schedule A – General Land Use Designations of the City of Brampton Official Plan. The Business Corridor designation prohibits a number of uses including retail and industrial uses that involve outdoor storage and outdoor display of merchandise.

Despite the land use designations outlined in the Official Plan, this application was evaluated against the Temporary Use By-law policies found in Section 5.10 of the City’s Official Plan. Section 5.10 of the Official Plan outlines criteria for evaluating and applying Temporary Use By-laws to permit the use of land for a limited period of time. The following policies from Section 5.10 are applicable:

- *Section 5.10.1 - The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the Planning Act, 1990, regarding the enactment and subsequent extensions to such by-laws shall apply.*

The proposed Zoning By-law amendment is consistent with the policy of the Official Plan listed above. The Zoning By-law amendment would permit the extension of the temporary use for a three (3) year period.

- *Section 5.10.2 (i-v) - The City shall, in considering the enactment of a temporary use by-law, be satisfied that:*
  - i. The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;*

Staff are of the opinion that the temporary use does not create a situation detrimental to the adjacent complying uses. Temporary open storage and truck and trailer parking uses are present on adjacent lands. The proposed temporary use will be consistent with the permitted temporary uses existing on the adjacent lands.

- ii. The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;*

Staff is of the opinion that the temporary use does not adversely affect surrounding uses. A Site Plan application has been submitted to facilitate a temporary access from Sun Pac Boulevard. Staff will evaluate the details of the proposal and ensure any potential impacts on the surrounding properties are addressed.

- iii. The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;*

Staff is of the opinion that the temporary use will not interfere with the development of adjacent areas that are developing in accordance with the Official Plan.

- iv. Adequate provision will be made for off-street parking and loading facilities;*

Staff are of the opinion that the temporary use provides adequate provision for off-street parking and loading facilities.

- v. The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.*

Staff are of the opinion that that the temporary use will not create a service demand that could not be fulfilled elsewhere.

- *Section 5.10.3 - Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.*

Staff are of the opinion that the use is a temporary one and does not require significant alteration of the land to accommodate the temporary use. There will be no temporary or permanent buildings erected on-site to accommodate the proposed use. A temporary access is proposed and has been applied for as part of a Site Plan application. The temporary nature of the proposed Zoning By-law amendment is consistent with the proposed temporary access.

The proposal is consistent with the temporary use policies of the City of Brampton Official Plan.

### **Secondary Plan:**

The property is designated “Highway & Service Commercial” and “Prestige Employment” in the Airport Intermodal Secondary Plan (Area 4). The portion of the property subject to the proposed Zoning By-law amendment for a temporary period of three (3) years is designated as Highway & Service Commercial. The “Highway and Service Commercial” designation permits a range of automobile and commercial uses, such as automobile services stations, gas bars, repair facilities, sales and leasing establishments, and associated uses. Although the use is not permitted in the ‘Highway and Services Commercial’ designation, an amendment to the Secondary Plan is not required, as the proposal satisfies the temporary use policies in Section 5.10 of the Official Plan.

### **Zoning By-law:**

The subject lands are zoned “Agricultural-1499 (A-1499)” and “Agricultural-2969 (A-2969)” by By-Law 270-2004, as amended. A Zoning By-law Amendment is required to permit the proposed temporary use of outside storage of motor vehicles. The Temporary Zoning By-law amendment proposes a change from the existing Agricultural-2969 zone to a Site Specific Agricultural zone (A-3674). Specific provisions of this proposed zoning designation is listed below:

- 3674.1 Shall only be used for the following purposes:
  - 1) The purposes permitted by the A zone; and
  - 2) Outside storage of motor vehicles.
- 3674.2 Uses permitted under Section A – 3674.1 shall be subject to the following requirements and restrictions:
  - 1) That there shall be no outside storage other than motor vehicles (meaning no heavy equipment, oversized motor vehicles, trucks, trailers, cargo containers, etc.); and
  - 2) Outdoor storage of motor vehicles shall only be permitted until Friday November 28, 2025.”

**Draft Goreway 'Planned' MTSA:**

The subject site is located within the draft Goreway 'Planned' Major Transit Station Area (MTSA) boundary along the Queen Street Bus Rapid Transit (BRT) corridor. Development within the Goreway MTSA is expected to include a diverse mix of uses to support existing and planned transit service levels. As part of the Peel 2041 Official Plan and Municipal Comprehensive Review, the Region is developing a strategy and policies to guide how growth is accommodated within MTSA's across the Region of Peel. As part of this process, the Region will delineate the boundaries of the Primary MTSA's, and establish density targets and general policies that will guide the development of an as-of-right policy framework for local municipalities to facilitate transit-supportive development in areas with existing or planned transit. Staff are of the opinion that the temporary use of this site recognizes the importance of the objectives of the Goreway 'Planned' MTSA, and that the temporary nature of the proposed use will not prevent the subject lands from being developed for permanent Employment land uses in accordance with future MTSA policies. Accordingly, the temporary use of the subject lands will provide for a suitable interim land use while the establishment and implementation of regional and local plans are undertaken to support the goals and objectives of planned MTSA's.

**Sustainability Score Summary:**

The subject application proposes temporary outdoor storage of motor vehicles. This use has been permitted on a temporary basis since 2014 through an approved minor variance application, A14-117 and a temporary Zoning By-law amendment, C07E06.038. The extension of the temporary use does not constitute a new development. Accordingly, a Sustainability Matrix and Summary are not required.



**PUBLIC MEETING**

City File Number: OZS-2022-0027

August 22, 2022

**Members Present via Electronic Participation**

Regional Councillor M. Medeiros – Wards 3 and 4 **(Chair)**  
Regional Councillor P. Fortini – Wards 7 and 8 **(Vice-Chair)**  
Regional Councillor P. Vicente – Wards 1 and 5  
Regional Councillor R. Santos – Wards 1 and 5  
Regional Councillor M. Palleschi – Wards 2 and 6  
Regional Councillor G. Dhillon – Wards 9 and 10  
City Councillor D. Whillans – Wards 2 and 6  
City Councillor J. Bowman – Wards 3 and 4  
City Councillor H. Singh – Wards 9 and 10  
Mayor Patrick Brown (ex officio)

**Staff Present**

**Planning, Building and Growth Management:**

A. Parsons, Director, Development Services  
S. Ganesh, Manager, Development Services  
N. Mahmood, Policy Planner  
K. Henderson, Development Planner  
E. De Melo, Development Planner  
A. Ambrico, Development Planner

**City Clerk's Office:**

P. Fay, City Clerk  
T. Jackson, Legislative Coordinator  
C. Vani, Legislative Coordinator

**Members of the Public:**

None

**Results of the Public Meeting:**

A Planning and Development Services Committee meeting was held virtually, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the *Planning Act* and City Council procedures. No members of the public attended to speak to the application.

No correspondence was received from the public as a result of public notices issued.

**Date:** 2022-11-09

**Subject:** **Recommendation Report – Request for a Municipal Council Support Resolution**

**Secondary Title:** To help assist proponents (Alectra Convergent Development Limited Partnership and Capital Power) seeking funding for improvements to the electrical system at 1100 Steeles Avenue West (Ward 4) and 8600 Goreway Drive (Ward 8), respectively

**Contact:** Edwin Li, Development Planner, Planning and Development Services (905-874-2292) and,  
David VanderBerg, Manager, Planning and Development Services (905-874-2325)

**Report Number:** Planning, Bld & Growth Mgt-2022-966

**Recommendations:**

1. **THAT** the report titled: **Recommendation Report – Request for a Municipal Council Support Resolution** dated November 9, 2022 to the Planning and Development Committee Meeting of November 28, 2022, be received;
2. **THAT** Council approve a *Municipal Council Support Resolution* attached as Appendix 3 for the request to assist Alectra Convergent Development Limited Partnership and Capital Power (Goreway Generation Station) (hereinafter referred to as the Proponents) in their application to a Long-Term Reliability Project Request for Proposal (RFP) issued by the Independent Electricity System Operator (IESO); and,
3. **THAT** Council affirms that this Resolution does not imply support for planning or other forms of approval that may be required for the proposed projects, as the sole purpose of this *Resolution* is to assist the Proponents in their submissions to the IESO Long-Term Reliability Project RFP process.

### Overview:

- This report recommends that Council approve a ***Municipal Council Support Resolution*** in response to requests by Alectra Convergent Development Limited Partnership and Capital Power (Goreway Generation Station) to assist in qualifying projects they plan to submit for a Long-Term Reliability Project RFP issued by the province's Independent Electricity System Operator (IESO).
- Alectra Convergent Development Limited Partnership is proposing a Battery Energy Storage System (BESS), which are rechargeable batteries that can store energy during off-peak hours and discharge it when needed, on the Alectra-owned property at the Jim Yarrow Transformation Station at 1100 Steeles Avenue West.
- Capital Power is proposing two potential options within its Goreway Generation Station site at 8600 Goreway Drive. Option One includes the addition of BESS units. Option two entails the addition of a gas-powered electricity generation unit.
- The sole purpose of this ***Resolution*** is to help facilitate the proponents in the ranking of their proposals in relation to other proposals in Ontario in the IESO's RFP process, and the proposals will still be required to go through the regular planning and building permit approval processes.
- A ***Municipal Council Support Resolution*** does not guarantee a contract will be offered to both or either proponents by the IESO.
- The proposed projects should improve energy infrastructure reliability and resiliency for the residents and businesses of Brampton, and enable the City to be more strategic in realizing their economic development goals when sourcing large scale projects.
- The proposed projects are consistent with the themes of Brampton as a "Green City" and a "City of Opportunities".

### Background:

Planning, Building and Growth Management staff received requests from Capital Power (Goreway Generation Station) and Alectra Convergent Development Limited Partnership (a joint venture between Alectra Energy Solutions and Convergent Energy + Power; hereinafter referred to as Alectra Convergent) in autumn 2022 for municipal support to assist in qualifying proposed upgrades to their electricity facilities for funding by the Independent Electricity System Operator (IESO). The IESO is the Crown Corporation responsible for operating the electricity market and directing the operation

of the bulk electrical system in the province of Ontario. It is the coordinator and integrator of Ontario's electricity system.

The Alectra Convergent site is located at 1100 Steeles Avenue West and the Capital Power site is located at 8600 Goreway Drive. Please refer to the location map (Appendix 1) which identify the locations of the two proposed projects.

Ontario is in need of additional energy capacity to meet its forecasted population and business growth. The IESO has issued a request for proposals (RFP) for new projects that will increase the capacity and reliability of the electrical system. As part of the RFP process, proponents seeking funding receive higher scores under the evaluation system if the local Council approves a Municipal Council Support Resolution for the project. Both Alectra Convergent and Capital Power have requested such resolutions.

### **Current Situation:**

#### *Alectra Convergent Proposal*

Alectra Energy Solutions has partnered with Convergent Energy + Power to form the Alectra Convergent Development Limited Partnership. They are proposing a Battery Energy Storage System (BESS), which are rechargeable batteries that can store energy during off-peak hours and discharge it when needed, at the Jim Yarrow Transformation Station at 1100 Steeles Avenue West. The system will be connected to the Alectra Utilities grid on site.

The site is currently used as a substation and surrounded by a hydro corridor to the north, Steeles Avenue West and a retail plaza to the south, townhouse complexes to the west and a parkette and single-detached houses further to the east. Please refer to the site location map (Appendix 2A) which identifies the proposed project site.

#### *Capital Power Proposal*

Capital Power is proposing two potential electricity enhancement and expansion options at its Goreway Generation Station at 8600 Goreway Drive. The site are surrounded by lands currently used as a surface parking lot to the north, a warehouse distribution centre to the south, a railway yard to the west and one- to two-storey commercial buildings to the east.

Capital Power is proposing two options. Option One proposes the addition of BESS units which would increase energy storage capacity. Option Two entails the addition of a gas-powered electricity generation unit, which would increase peak energy generation capacity by approximately 200 MW. There is potential to add more capacity if capacity becomes available and transmission constraint issues can be resolved. Preliminary assessment from Capital Power indicates Option Two might result in slight increase in emissions and noise. Please refer to the site location map (Appendix 2B) which identifies the proposed project site.

## *Discussion*

The proposed projects are expected to provide community benefits to Brampton in the manner of sustainability and energy infrastructure resiliency, jobs and economic development and increased property tax and permitting revenues for the City.

A Battery Energy Storage System (BESS) uses power generated at off-peak times and creates new electricity storage capacity that should reduce Ontario's need to rely on gas generation in coming years. New local electricity storage facilities should also improve energy infrastructure reliability and resiliency for the residents and businesses of Brampton, as they should reduce outages during extreme weather events and improve electricity restoration timelines when outages do occur.

The proposed BESS and/or energy facility enhancement and expansion projects would also create jobs and have spin-off economic impacts locally. A faster and more affordable connection of new electricity load could enable the City to be more strategic in realizing their economic development goals when sourcing large scale projects.

The deadline for the IESO's RFP submission is December 20, 2022, with notification of awards expected for February 28, 2023. If either or both proposals are selected by the IESO for implementation, the proponents will be required to work with City staff for the appropriate required development approvals and ensure the proposed development adheres to appropriate zoning, environmental, landscaping, urban design and other standards. The review process would include mitigating any potential impacts of the new facilities.

## **Corporate Implications:**

### Financial Implications:

There are no direct financial implications associated with this report.

### Other Implications:

Technical planning implications associated with the proposed Battery Energy Storage System and/or energy facility enhancement and expansion for the two sites will be undertaken and reviewed at a later stage.

There are no other corporate implications associated with the applications that have not been noted elsewhere.

## **Term of Council Priorities (2020):**

The application is consistent with the themes of Brampton as a "Green City" and a "City of Opportunities". A Battery Energy Storage System (BESS) should reduce Ontario's need to rely on gas generation in coming years. New local electricity storage facilities

should also improve energy infrastructure reliability and resiliency for the residents and businesses of Brampton. The proposed BESS and/or energy facility enhancement and expansion projects would also create jobs and have spin-off economic impacts locally.

### **Conclusion:**

Staff has reviewed the proposal package received from Capital Power (Goreway Generation Station) and Alectra Convergent Development Limited Partnership in autumn 2022, and based on the Proponents' submission and information in hand, recommends that support be provided by Council in the form of a *Municipal Council Support Resolution*.

Authored by:

Reviewed and Recommended by:

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Edwin Li, MScPI  
Development Planner  
Planning, Building and Growth Management

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning, Building and Growth Management

Approved by:

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Jason Schmidt-Shoukri, MPA OAA RPP MCIP  
Commissioner  
Planning, Building and Growth Management

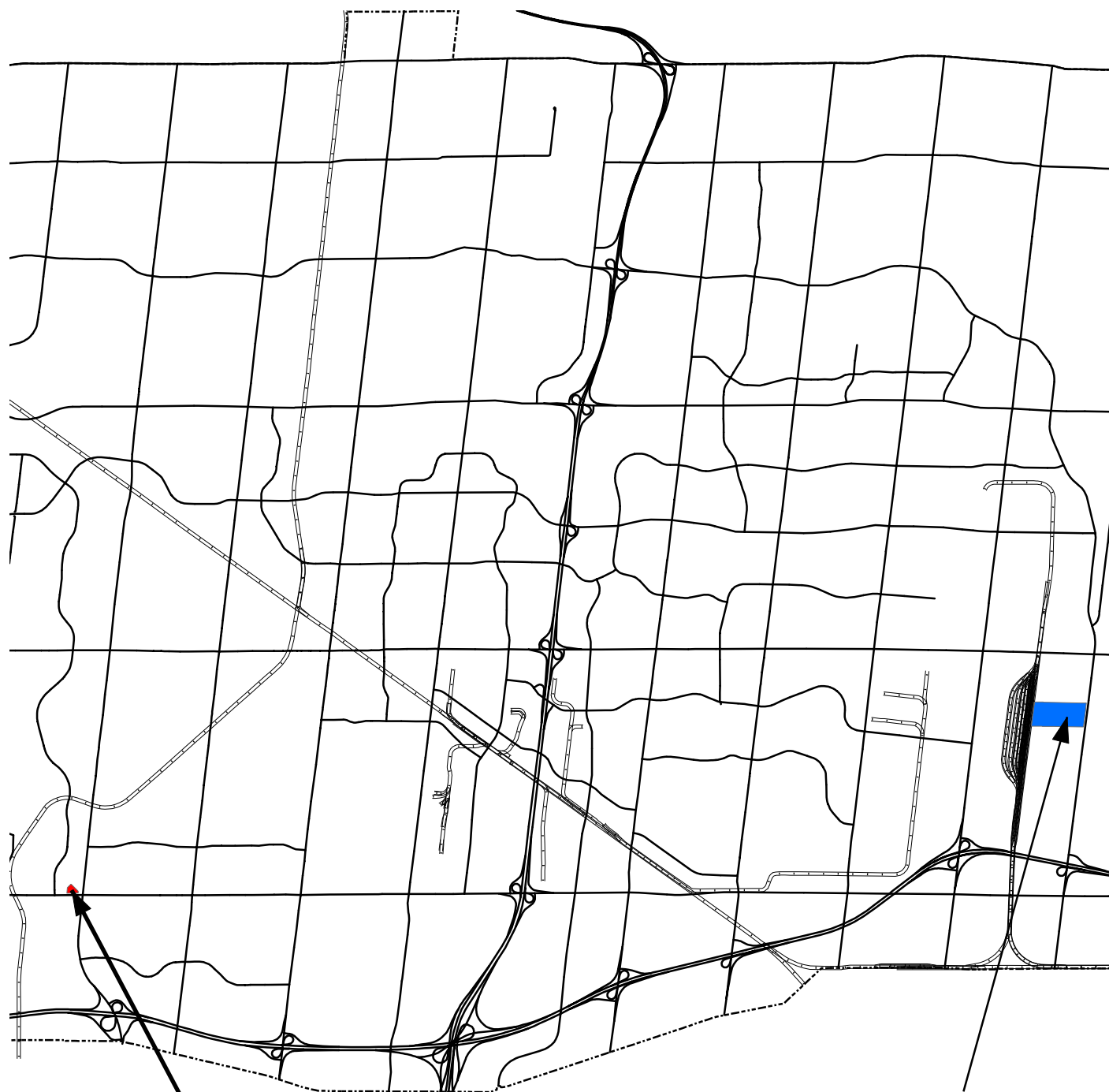
### **Attachments:**

Appendix 1 - Proposed Projects Site Location

Appendix 2A - Alectra Convergent Development Limited Partnership Site  
Jim Yarrow Transformer Station (1100 Steeles Avenue West | Ward 4)

Appendix 2B - Capital Power Site  
Goreway Generation Station (8600 Goreway Drive | Ward 8)

Appendix 3 - Draft Municipal Council Support Resolution



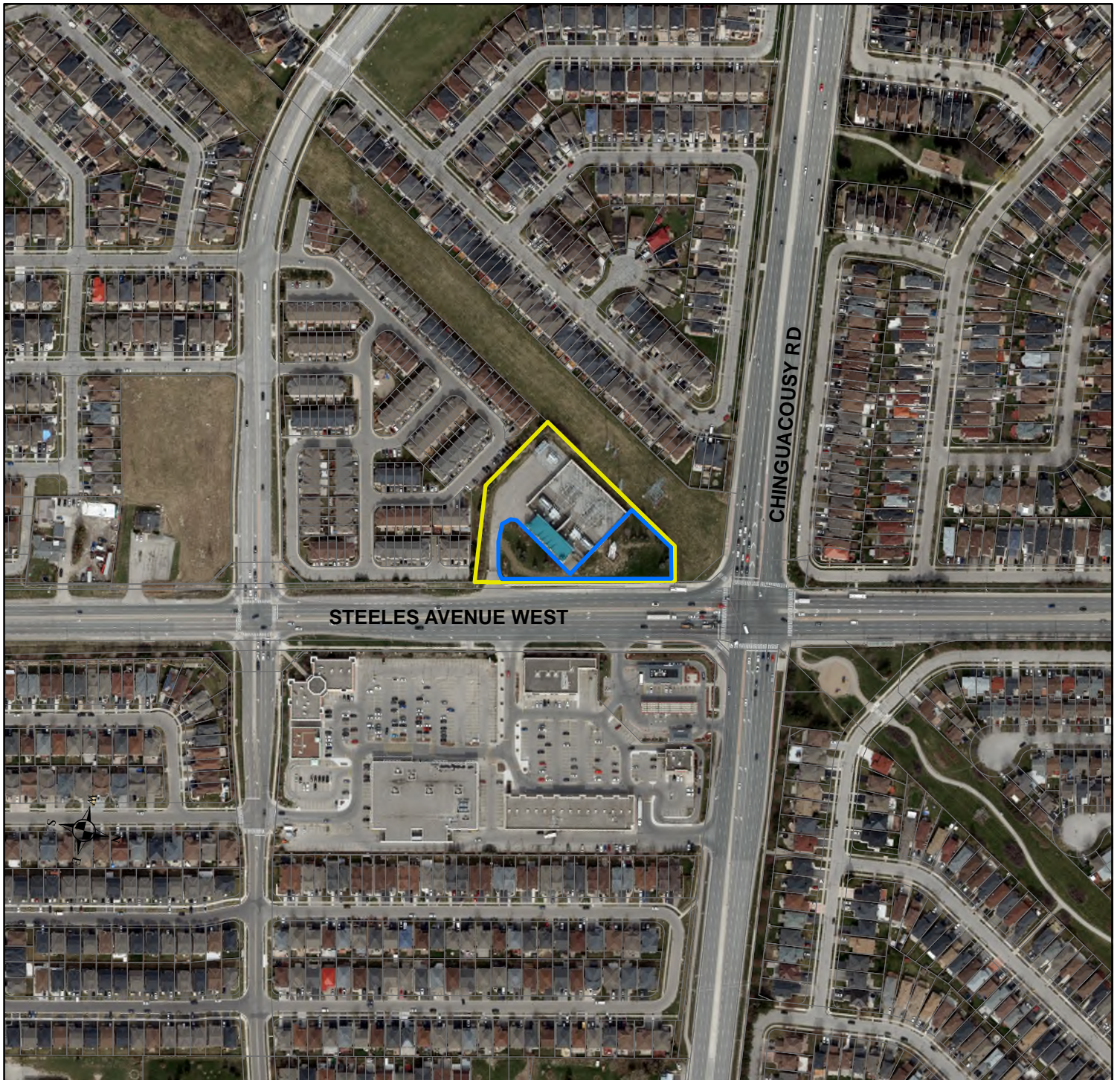
**ALECTRA CONVERGENT DEVELOPMENT  
LIMITED PARTNERSHIP SITE**

JIM YARROW TRANSFORMER STATION  
(1100 STEELES AVENUE WEST)

**CAPITAL POWER SITE**

GOREWAY GENERATION STATION  
(8600 GOREWAY DRIVE)





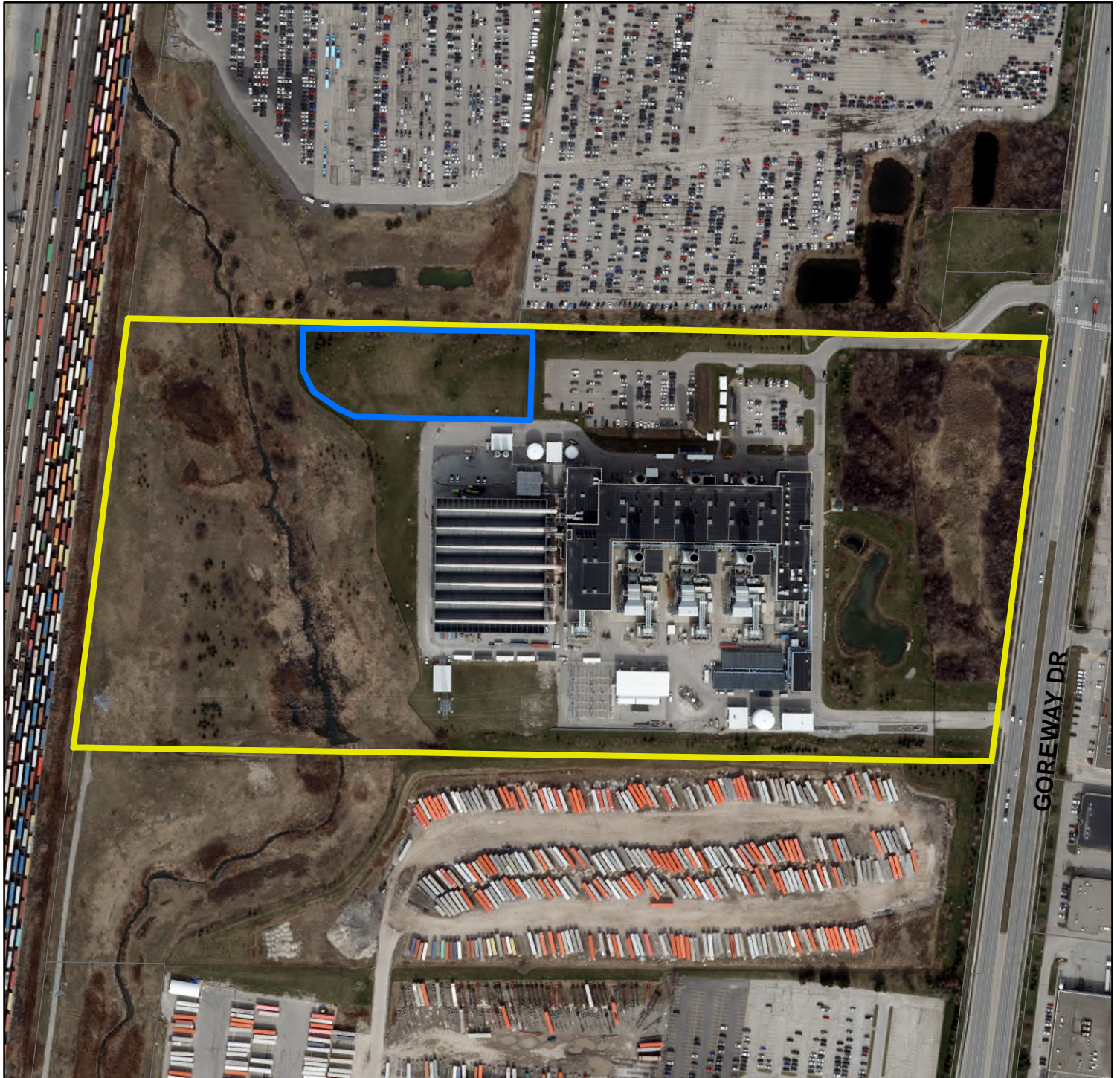
## Legend

- Subject Property
- Proposed Battery Energy Storage System (BESS) Site



## APPENDIX 2A ALECTRA CONVERGENT DEVELOPMENT LIMITED PARTNERSHIP SITE





## Legend

- Subject Property
- Proposed Facility Enhancement and Expansion Site



## APPENDIX 2B CAPITAL POWER SITE

GOREWAY GENERATION STATION  
 (8600 GOREWAY DRIVE | WARD 8)

## **Appendix 3**

### *Draft Municipal Council Support Resolution*

**Council Resolution NO:** \_\_\_\_\_

**Date:** \_\_\_\_\_

***[Note: The Municipal Support Resolution must not be dated earlier than January 27, 2022.]***

#### **WHEREAS:**

1. The Independent Electricity System Operator (hereinafter as the IESO) has issued the Long-Term Reliability Project Request for Proposals (hereinafter as the RFP) for new projects that will increase the capacity and reliability of the electrical system in Ontario;
2. Alectra Convergent Development Limited Partnership, a joint venture between Alectra Energy Solutions and Convergent Energy + Power (and hereinafter as Alectra Convergent), proposes to construct and operate a Battery Energy Storage System (BESS) on the Alectra-owned property at the Jim Yarrow Transformation Station on lands with municipal address of 1100 Steeles Avenue West;
3. Capital Power proposes two electricity enhancement and expansion options at the Goreway Generation Station site on lands with municipal address of 8600 Goreway Drive, with Option One entailing the construction and operation of additional BESS units and Option Two entailing the construction and operation of a new gas-powered electricity generation unit;
4. Both Alectra Convergent and Capital Power (hereinafter as the Proponents) have requested a support resolution from the Council of the City of Brampton to assist their RFP bid;
5. Pursuant to the RFP, proposals that receive the formal support of the local jurisdictional authorities of all the project communities in which a proposed project is located in the form of a support resolution will be awarded three Rated Criteria points for the purpose of ranking the proposal in relation to other proposals in Ontario for a contract under the RFP;
6. Obtaining this Resolution does not guarantee a contract will be offered to both or either Proponents by the IESO;
7. The sole purpose of this Resolution is to assist the Proponents in their submissions to the IESO Long-Term Reliability Project RFP process; and

#### **NOW THEREFORE BE IT RESOLVED THAT:**

1. The Council of the City of Brampton supports Alectra Convergent and Capital Power on their bids for the RFP issued by the IESO;

2. The Council of the City of Brampton affirms that this Resolution does not imply support for planning or other forms of approval that may be required for the proposed projects; and
3. If either or both proposals are selected by the IESO for implementation, the Proponents will be required to work with City staff for the appropriate required development approvals and ensure the proposed development adhere to appropriate zoning, environmental, landscaping, urban design and other standards.

**DULY RESOLVED BY THE CORPORATION OF THE CITY OF BRAMPTON**

on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.



## Minutes

### Age-Friendly Brampton Advisory Committee

### The Corporation of the City of Brampton

**Tuesday, September 27, 2022**

Members Present: Saad Ali (Co-Chair)  
Umar Javed  
Angela Johnson  
Sushil Ninawat  
Elizabeth Pike  
Sandra Fitzpatrick, Manager, Region of Peel Public Health  
Peter Howarth (CARP)  
Myrna Adams, Brampton Seniors Council  
Laura Tribble, Advisor, Region of Peel, Housing Services  
Nellie Groenenberg, Coordinator, Social Service Worker, Gerontology

Members Absent: City Councillor D. Whillans  
City Councillor J. Bowman  
Tony Brookes  
Elvira Brathwaite  
Sonya Singh  
Vidhi Bhatt, Brampton Multicultural Youth Council  
Liana Sikharulidze, Peel Senior Link  
Rodrigo Merio, Brampton Multicultural Community Centre  
Ava Joshi, Community Investment Manager, United Way

Staff Present: Mirella Palermo, Policy Planner  
Bindu Shah, Principal Planner/Supervisor  
Hanu Dilip, Urban Designer  
Chandra Urquhart, Legislative Coordinator

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#### 1. **Call to Order**

The meeting was called to order at 7:04 p.m. adjourned at 8:15 p.m.

**2. Approval of Agenda**

**AFC012-2022**

That the agenda for the Age-Friendly Brampton Advisory Committee meeting of September 28, 2022, be approved as published and circulated.

Carried

**3. Declarations of Interest under the Municipal Conflict of Interest Act**

Nil

**4. Previous Minutes**

**4.1 Minutes - Age-Friendly Brampton Advsory Committee - March 29, 2022**

The minutes were considered by Planning and Development Committee on April 25, 2022, and approved by Council on May 4, 2022. The minutes were provided for Committee's information.

**5. Presentations\Delegations**

**5.1 Presentation by Bindu Shah, Principal Planner/Supervisor, re: Housing Brampton Year 1 Update**

Bindu Shah, Principal Planner/Supervisor, provided a presentation entitled, 'Housing Brampton Year 1 Update'. The following topics were highlighted:

- Housing Brampton: tructure
  - Principles and the four proposed big moves
    - purpose-built rental housing
    - use of public land
    - attainable home ownership
    - clear housing targets
- Implementation roadmap
- Draft Brampton Plan: age-friendly policies
- Advocacy and provincial regulatory shifts



In response to a question, Committee was advised that the concierge program is intended to assist non-profit organizations and developers by guiding them through the development approvals' process.

The following motion was considered:

**AC013-2022**

That the presentation by Bindu Shah, Principal Planner/Supervisor, to the Age-Friendly Brampton Advisory Committee meeting on September 27, 2022, re: **Housing Brampton Year 1 Update**, be received.

Carried

5.2 Presentation by Mirella Palermo, Policy Planner, re: 2022 New Horizons for Seniors Program Grant

Mirella Palermo, Policy Planner, provided a presentation entitled, '2022 New Horizons for Seniors Program Grant', highlighting the overview, objectives and timelines for the program, noting that the project completion date is anticipated for January 2023.

Ms. Palermo responded to questions regarding the future plans for the Heritage Theatre, and whether outreach to different language groups and ethnic communities, such as Indus Community Services were undertaken. She confirmed that efforts will be made to determine community/residents interest in utilizing public spaces in downtown Brampton.

Ms. Palermo encouraged Members to provide input and comments by email.

The following motion was considered:

That the presentation by Mirella Program, Policy Planner, to the Age-Friendly Brampton Advisory Committee meeting of September 27, 2022, re: **2022 New Horizons for Seniors Program Grant**, be received.

Carried

5.3 Presentation by Hanu S. Dilip, Urban Designer, re: Uptown Brampton Urban Community Hub 2022-2027

Hanu S. Dilip, Urban Designer, provided a presentation entitled, 'Uptown Brampton Urban Community Hub 2022-2027'. The topics included the following:

- Overview of the approved directions by Council for the Uptown Brampton project and the Brampton 2040 Vision
- Untapped resources of Uptown Brampton
- Adaptable model of a 24-hour community facility
- Lifelong learning model for global competency
- Multi-use model for time and space share
- An accelerated model to create and capture value
- An alignment model to sustain long-term partnership
- Knitting neighbourhoods together with the 'Living Plan'
- Input from Age-Friendly Committee to ensure the urban community hub becomes an integral part of the community

In response to questions and suggestions, Committee was advised that a global sustainable model and renewable energy system are being considered for the site along with a major portion of the site being dedicated to outdoor space. Staff was working with several external stakeholders on the project including Sheridan College.

The following motion was considered:

**AFC014-2022**

That the presentation by Hanu S. Dilip, Urban Designer, to the Age Friendly Brampton Advisory Committee meeting of September 27, 2022, re: **Uptown Brampton Urban Community Hub 2022-2027** be received.

Carried

**6. Reports / Updates**

Nil

**7. Other/New Business / Information Items**

- 7.1 Verbal update from Myrna Adams, Member, re: Seniors' Information Fair - October 16, 2022

Myrna Adams, Member, advised that a Seniors' Information Fair will be held at the Flower City Centre on October 16, 2022. Ms. Adams noted it was an



opportunity to share information about the City's Age-Friendly Strategy to visitors and families who may attend the event.

8. **Correspondence**

Nil

9. **Question Period**

Nil

10. **Public Question Period**

Nil

11. **Adjournment**

Committee acknowledged the passing of Member, Bob Pesant, Co-Chair of the Committee.

The following motion was considered:

**AFC015-2022**

That the Age-Friendly Brampton Advisory Committee meeting do now adjourn to meet again on November 29, 2022 at 7:00 p.m.

Carried

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Saad Ali (Co-Chair)

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Bob Pesant (Co-Chair)

**From:** Mario Asta <[REDACTED]>  
**Sent:** 2022/10/16 10:35 AM  
**To:** Planning Development <[Planning.Development@brampton.ca](mailto:Planning.Development@brampton.ca)>  
**Cc:** [memery@westonconsulting.com](mailto:memery@westonconsulting.com); Mario Asta <[REDACTED]>  
**Subject:** [EXTERNAL]FW: Zoning By-law File# OZS-2022-036

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

**RE: Zoning By-law File# OZS-2022-036**

Good afternoon

I am a neighbouring resident living at [REDACTED]. With respect to the above file #, after reviewing the posted signage, I am noticing that there are driveway entrances on to The Gore Road. This is a great concern to me and other residences of the Manswood Cres. The original development plans of this property never included any driveways to The Gore Road, please advise me as to how this driveway was included. Also provide me with any traffic impact studies or noise studies.

As a long time resident of this area we are not against development but we want to ensure your project doesn't negatively effect our home and community.

Sincerely  
Mario Asta  
[REDACTED]

-----Original Message-----

From: kalpana <[REDACTED]>

Sent: 2022/10/30 11:04 PM

To: Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>

Cc: [franka.cautillo](mailto:franka.cautillo) [REDACTED]

Subject: [EXTERNAL]File # OZS-2022-0036

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

I, Kalpana Sippy at [REDACTED] Kelways circle Brampton, am opposed to the bylaw amendment for Gore Road. I am against the tractor trailer access from Gore Road and the changing of the zoning to M4.

Kalpana Sippy

**From:** Bill Singh <[REDACTED]>  
**Sent:** 2022/10/30 11:03 PM  
**To:** Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>  
**Subject:** [EXTERNAL]RE : File #OZS-2022-0036

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

Hi Emma,

I, Baljinder Singh, at [REDACTED] Manswood Crescent, am opposed to the bylaw amendment for Gore Road. I am against the tractor trailer access from Gore Road and the changing of the zoning to M4.

This will be a major nuisance to our neighbourhood and poses many safety concerns. This will also result in disruptions to quality of life. The noise and congestion from tractor trailers could also be damaging to the sensitive animal species in the nearby Claireville Conservation Area.

Thanks,

[REDACTED]  
[REDACTED] Manswood Cres.

-----Original Message-----

From: Raminder Dhaliwal <[REDACTED]>

Sent: 2022/10/30 10:32 PM

To: Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>

Subject: [EXTERNAL]File #OZS-2022-0036

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

I, Raminder Dhaliwal at [REDACTED] Kelways Circle am opposed to the bylaw amendment for Gore Road.

It is highly disruptive to our neighbourhood and threatens safety.

I am against the tractor trailer access from Gore Road and the changing of the zoning to M4.

Kind regards,  
RD

Kind regards,  
Raman

**From:** Geoff Sheffrin <[REDACTED]>  
**Sent:** 2022/10/28 6:28 PM  
**To:** Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>  
**Cc:** 'Franka Cautillo' <[REDACTED]>  
**Subject:** FW: [EXTERNAL]File #OZS-2022-0036

Hi Emma,

I am one of the many Manswood Crescent residents who STRONGLY opposes both the requested truck entrance in and out onto The Gore Road as well as opposing the zoning change to M4.

The Gore Road was never intended for truck traffic and used to have a weight restriction posted.

We have many good reasons to oppose this since the traffic disruption and noise will be excessive. Opening zoning to M4 merely opens things up for more future problems.

As you will be aware – we are raising a petition and will be making STRONG representation to the hearing to voice our vigorous protest.

We would appreciate your help (as you imply below) in getting our VERY SERIOUS CONCERNS in front of the right people.

Thank you and regards,      Geoff Sheffrin,      [REDACTED] Manswood Crescent.

**From:** Dinesh Vadher <[REDACTED]>  
**Sent:** 2022/11/01 3:05 PM  
**To:** Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>  
**Subject:** [EXTERNAL]REF: File #OZS-2022-0036

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

I Dinesh Vadher residing at [REDACTED] Kelways Circle, Brmapton ON L6T 0G5 am opposed to the bylaw amendment for Gore Road.

I am against the tractor trailer access from Gore Road and the changing of the zoning to M4.

Thanks.

Dinesh Vadher

[REDACTED]

-----Original Message-----

From: [REDACTED]  
Sent: 2022/11/01 7:07 PM  
To: Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>  
Subject: [EXTERNAL]RE : File #OZS-2022-0036

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

I, Ruby Malik, at [REDACTED] Kelways Circ., Brampton, am opposed to the bylaw amendment for Gore Road. I am against the tractor trailer access from Gore Road and the changing of the zoning to M4.

Thank you  
Ruby Malik  
[REDACTED]

Sent from iPhone



**From:** [REDACTED] >  
**Sent:** 2022/11/01 6:44 PM  
**To:** Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>  
**Subject:** [EXTERNAL]File #OZS-2022-0036

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

I, Atul Jain at [REDACTED] Kelways Circle, Brampton - L6T 0G5 am opposed to the bylaw amendment for Gore Road. I am against the tractor trailer access from Gore Road and the changing of the zoning to M4.

Sent from my Galaxy

**From:** Jasmeet Anand <[REDACTED]>  
**Sent:** 2022/06/08 3:07 PM  
**To:** Demelo, Emma <[Emma.Demelo@brampton.ca](mailto:Emma.Demelo@brampton.ca)>  
**Cc:** [REDACTED]  
**Subject:** [EXTERNAL]City File Number: OZS-2022-006

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

Hi Emma,

I had recieved a letter from City of Brampton regarding captioned file number for amendment of Zoning By-Law for municipal address at 10417 Airport Road.

I would like to express my opposition to the proposed amendment. This is small patch of land that can be used by the current residents in the area for any open space outdoor activity. It is also ideal place for kids to play that is close to their home and safe.

Moreover, this land backs into the conservation area. I am not sure if this new construction will invlove any cutting of trees or clearing the foilage. Also, I would consider the two proposed houses to be too close to the Airport Road which has a 70Km speed limit and is a heavy traffic road. The residents would be constantly inconvenienced by high noise levels.

I would like to request you leave this piece of land as is.

Let me know if you have any questions.

Regards,  
Jasmeet Singh Anand.